

# AMERICAN RAILROAD JOURNAL.

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## American Railroad Journal.

New York Saturday, October 28, 1871.

### First Class Railroad Construction.

From Mr. Nordhoff's letters to the *Tribune*, from Virginia, we extract the following particulars concerning the portion of the Chesapeake and Ohio Road now in operation:

East of the White Sulphur, and between that point and Covington, we passed over that part of the Chesapeake and Ohio Railroad which was surveyed and built by the State of Virginia before the war. This part of the line crosses the Alleghenies, and the work done here, in tunnels and cuttings, is remarkable for its courage and that disregard of cost which is a characteristic of Government work. The Virginia Central Railroad was completed, from Richmond to Covington, a distance of 205 miles, in 1861. While it was building the State of Virginia undertook to build a railroad from Covington to the Ohio River, to complete the line from the west to tide-water. On this work the State spent \$3,400,000, and what it did was magnificently done. The masonry tunnels are all double tracked, the cuts are straight and clean, and the line its engineers laid has admirably low grades and easy curves.

But the war stopped this work. After the war the State was unable to finish it, and finally a law was passed granting to the Virginia Central Company all the franchises and property of that portion begun by the State, on the condition that they should complete it to the Ohio River. The two portions were consolidated under a new name—the Chesapeake and Ohio—and, at a later period, New York capitalists, discovering the great advantages of the route, and its immense re-

sources, stepped in with abundant means and determined to complete the work. They receive from the State a free gift of all that the State had done west of Covington; are relieved from taxation until the dividends reach 10 per cent., and have some other important privileges. The gentlemen who thus seized upon what seems to me one of the greatest opportunities in the country for a solid and profitable investment of capital, were Messrs. A. A. Low, Wm. H. Aspinwall, Jonas G. Clark, Richard Irwin, Wm. B. Hatch, P. Fisk, and C. P. Huntington, the last named being President of the Company.

Gen. W. C. Wickham, Gen. Anderson, and several other Virginians are also among the Directors. With men like those at the back of it the work is going on rapidly, and will be completed next October. I have been struck, all along the new line now building with the solidity of the masonry and the thoroughness with which every part of the work is done. The tunnels and bridges are all, with the exception of two tunnels, prepared for a double track; the whole line can be double-tracked at a comparatively small expense whenever it becomes necessary, and the land investments made, not only at Huntington, but all along the line, at every point where there is likely to be an important town, promise in themselves to pay magnificently. The work is done for cash, and accordingly there is no waste; with a country of wonderful mineral and other wealth to develop, and Western connections, which will make it, when completed, one of the great through lines connecting the West, with tide-water—considering also its low grades, and its small cost compared with other through lines, it will have great advantages over its competitors.

East of Covington lies a famous iron region, which has already a few large furnaces. But they need the coal which the Chesapeake and Ohio Road can bring them so cheaply when it is completed, to enable them to work to advantage, for they have "skinned" their forests for charcoal. A Pennsylvanian, an expert in iron, who had been "prospecting" in this region reported it to be very rich, having a distinct and very heavy vein of iron ore, and, in fact, he asserted that this region was for iron what the great Kanawha Valley is for coal.

It is marvelous to me that a region so near the great monetary center of the country, and so wonderfully rich in mineral wealth, should have been left untouched until now. But the blight of Slavery hung over it, and capital and free labor alike avoided it. The Chesapeake and Ohio Railroad, when it is completed, will quickly create a new Virginia. From its completion will date, I do not doubt, the real prosperity of both Virginia and West Virginia. It will draw capital and labor to the now sparsely settled and undeveloped coal

and iron country; the facilities for cheap transportation will create numerous iron furnaces, salt and oil works; the coal which now lies under so large a part of the great Kanawha lands will be mined for consumption in the East as well as the West and South West. I am told that the best Kanawha canal coal can be sold, in New York, when the road is completed, for \$6 50 per ton.

### The Hartford Tunnel.

The new Hartford tunnel for the Hartford and New Haven Railroad, is nearly completed. The enlargement of the old tunnel was made through an exceedingly troublesome strata of quicksand and clay, which had a tendency to cave in, and thus seriously impede the operation of excavating and pile driving, which was carried on at the same time. The tunnel passes under two busy streets, one having a horse railroad track, and both having gas pipe, aqueduct pipe, etc., all of which had to be moved and removed, so as not to discommode the public. Trains passed upon the road itself on an average every five minutes during the day a fact which necessitated considerable calculation. The number of piles driven was 1731, or measuring the part actually under ground, seven miles. The work was under the immediate supervision of E. M. Read, superintendent of the Hartford and New Haven Railroad, who is a practical and efficient engineer.

### Change of Gauge.

We hear discussed the propriety and profitability of changing the gauge of the Wilmington and Manchester and Charlotte, Columbia and Augusta Roads from five feet to four feet eight and one-half inches. The present difference in gauge involves a transfer of freight and passengers at Charlotte and Wilmington. Such a change, producing uniformity, would ensure a continued line to Baltimore and New York of uniform gauge, quickening intercommunication, and lessening the cost of transportation.

A direct, uninterrupted transit from Augusta to Norfolk and Baltimore, so far from operating injuriously upon the interests of Augusta, will, if we apprehend prevailing views correctly, be received with favor by our commercial citizens. The great current of trade is now, and for a long time to come will continue to set Northward. Interior trunk lines of railroads have entered successfully into competition with water carriage by circuitous routes for all the finer classes of merchandise and in the way of return freight, for the heavier products of the country close uninterrupted connection by rail, bringing cheap rates over roads of low gradients with the ports of Wilmington and Nor-

folk and with Baltimore, a great and thriving commercial centre, cannot work injury to the commerce of Augusta. The natural position of our city, being the farthest point South which permits the storage of cereals free from the hazards of the tropics, within easy reach of such points as Charleston, Port Royal, Savannah and Brunswick, and now in close connection with the Gulf and Cuba by way of Cedar Keys, makes highly desirable every facility whether of quick transit or cheap freights, with the great commercial emporiums of the North and West.—*Augusta Chronicle*.

#### Chicago and Northwestern Railway.

The earnings of this road for the years ending May 31, 1870 and 1871, were as follows:

	1869-'70.	1870-'71.
From passengers..	\$3,799,257 80	\$3,333,111 08
" freight .....	8,187,597 10	7,700,808 79
" express .....	256,677 84	237,812 28
" mail .....	173,806 40	189,585 36
" miscellaneous	118,589 07	233,596 98
	\$12,535,428 21	\$11,694,914 44
Expenses, viz:		
Repairs of engines.	\$590,449 48	\$423,439 30
" cars .....	917,685 53	547,347 24
" build'gs.	147,640 45	86,100 70
" fences ..	73,797 22	67,016 62
" bridges ..	259,912 92	201,802 33
" track ..	1,574,365 58	1,365,794 66
" tools, etc.	182,022 51	92,954 90
Fuel used on locomotives .....	976,349 68	647,063 09
Fuel and lights used on cars & at stations .....	143,036 31	102,763 90
Oil and waste used.	117,248 49	82,875 76
Office and station furniture & exp.	54,608 23	43,570 79
Furniture & fixtures for cars .....	16,713 09	10,619 41
Foreign agents .....	43,233 44	40,611 23
Advertising .....	21,801 67	11,503 44
Stationery, etc .....	55,565 78	48,243 25
Engineers, etc .....	550,559 03	516,035 56
Conductors, etc .....	369,360 19	351,404 85
Laborers & switchmen at stations ..	653,492 20	594,630 98
Agents & clerks at stations .....	498,435 88	425,595 06
Superintendence ..	80,787 40	73,411 52
Rents .....	38,613 78	41,980 28
Loss and damage ..	64,247 49	49,227 86
Injury to persons ..	40,853 21	26,512 21
Teaming freight, etc.	10,205 76	9,813 45
Insurance .....	22,721 50	13,580 00
Miscellaneous exp.	102,924 69	72,941 17
Operating exp .....	\$7,606,631 51	\$5,946,839 66
Taxes .....	806,754 11	329,962 73
U. S. tax on earn'gs	95,454 71	31,598 04
Revenue tax stamps	4,477 01	3,115 87
Total expenses .....	\$8,013,817 34	\$6,311,506 30
Earnings less operating expenses & taxes .....	\$4,522,110 87	\$5,383,408 14
From which deduct—		
Interest on fund'd debt (\$1,071,341 50, less amount to credit of interest & exchange \$8,564 04) .....	\$1,062,777 46	
Sinking funds .....	45,120 00	
Dividends on Chicago and Milwaukee Railway stock .....	994 27	
Rent of Chicago, Iowa and Nebraska R. R.	460,734 51	
Rent of Cedar Rapids and Mo. River R. R.	470,368 80	
		2,039,995 04
Leaving net income for the year .....		\$3,343,413 10

Add balance to credit of Income Account May 31, 1870 .....	541,424 29
Total net income .....	\$3,884,837 39
From which have been declared—	
5 per ct. dividend on both the common and preferred stock, payable December 30, 1870..	\$1,750,943 80
5 p r cent. dividend on both the common & preferred stock, payable June 30, 1871, including amount of Government tax....	1,800,834 42
	3,551,278 22

Leaving balance to credit of Income Account May 31, 1871 .....

The lines comprising the different divisions of the road are as follows:

	Miles.
Wisconsin Division:	
Chicago to Fort Howard .....	242.2
Kenosha to Rockford .....	72.4
	314.6
Galena Division:	
Chicago to East Bank of Mississippi River, opposite Clinton .....	137.0
Chicago to Freeport .....	121.0
Elgin to Richmond .....	33.0
Geneva to St. Charles .....	2.4
	293.4
Iowa Division:	
Length of Bridge from East Bank of Mississippi River to Clinton .....	1.1
Clinton to Cedar Rapids, (Chicago, Iowa and Nebraska Railroad) .....	81.3
Cedar Rapids to Missouri River, opposite Omaha, (Cedar Rapids and Missouri River Railroad) .....	271.6
Clinton to Lyons, (Lyons Branch Railroad) .....	2.4
Lyons to Maquoketa, (Iowa Midland Railroad) .....	33.0
	389.4
Madison Division:	
Belvidere to Madison .....	67.6
	67.6
Peninsula Division:	
Escanaba to Lake Angeline Mine ....	67.9
Branches and Extensions to Mines ..	5.9
	73.8
Milwaukee Division:	
Chicago to Milwaukee .....	85.0
	85.0

Total miles .....

The business of the different Divisions of the road during the past and preceding years compare as follows:

	1870.	1871.
Earnings:		
Wisconsin Division ..	\$2,846,525 30	\$2,611,578 67
Galena " ..	4,238,403 08	3,989,262 91
Iowa " ..	3,419,086 90	2,879,556 39
Madison " ..	217,714 93	202,705 91
Peninsula " ..	723,306 07	865,573 08
Milwaukee " ..	1,090,331 93	1,146,237 48
Totals .....	\$12,535,428 21	\$11,694,914 44
Expenses:		
Wisconsin Division ..	\$2,070,671 59	\$1,587,543 01
Galena " ..	2,261,522 02	1,854,602 56
Iowa " ..	2,536,650 24	1,820,263 40
Madison " ..	157,558 84	145,687 64
Peninsula " ..	414,754 67	367,630 80
Milwaukee " ..	572,159 98	585,778 89
Totals .....	\$8,013,317 34	\$6,311,506 40
Net, as above .....	\$4,522,110 87	\$5,383,408 14

During the year ending May 31, 1871, there has been expended for permanent improvements, and charged to new construction, the sum of \$1,767,985 75; and for additional rolling stock the sum of \$160,160 05. The additional rolling stock con-

sists of 9 locomotives (less 4 sold) 1 first class and 1 second class passenger car, 8 baggage, 1 way, 44 coal, 1 box, 1 wrecking and 145 iron ore cars. The company now have 264 locomotives, 134 first class and 32 second class passenger cars, 151 caboose and way, 113 baggage, mail and express, 7 boarding, 3,675 box, 909 platform, 315 stock, 128 coal, and 996 iron ore cars.

The number of passengers carried during the year was 2,239,949; do., carried one mile, 100,802,521. Tons of freight carried, 2,298,170; do., carried one mile, 268,417,381. Decrease in passengers, 37,054; and in mileage of do., 14,654,938, or 12.69 per cent. Increase in tonnage, 75,192; and in mileage of do., 3,670,141, or 1.39 per cent. Total number of passengers and tons of freight carried, 4,537,664; do., carried one mile, 369,219,902—increase in passengers and tons carried, 38,138; decrease in mileage of do., 10,984,797, or 2.89 per cent. Earnings per passenger per mile, 3.31 cents; do., per ton per mile, 2.87 cents—average earnings per passenger and per ton per mile, 2.99 cents. Increase in earnings per passenger per mile, 0.61 per cent.; decrease in earnings per ton per mile, 7.12 per cent.—decrease in earnings per passenger and per ton per mile, 5.08 per cent. Earnings per passenger, \$1 49, a decrease of 10.78 per cent.; earnings per ton, \$3 25, a decrease of 8.97 per cent.—average earnings per passenger and per ton, \$2 43, a decrease of 8.65 per cent.

From the foregoing it appears that while the number of tons of freight carried one mile increased 1.39 per cent., the earnings per ton per mile decreased 7.12 per cent.; and to this enforced reduction in rates, in sympathy with the decline in the value of the more important classes of products, is attributable the loss in freight earnings. The decrease in passenger receipts appears to be wholly due to a falling off in passengers carried, as the rate per passenger per mile seems to have been slightly increased, although the average earnings from each passenger shows a considerable decrease.

Compared with the previous year the results of the year ending May 31st, 1871, may be summed up briefly as follows: There was a decrease in gross earnings of \$840,513 77; a decrease in working expenses of \$1,659,791 85; in taxes of \$42,019 19; in interest payments of \$54,965 33; in rent of leased roads, \$113,293 26; making total decrease in expenses, \$1,870,069 63, and a net gain to the company of \$1,029,555 86.

The net earnings for the year, after satisfying all current charges for operating, taxes, interest, sinking funds and rentals, were \$3,343,413 10, against \$2,313,857 24 net earnings for the year ending May 31st, 1870. These earnings, with the balance of income at the beginning of the fiscal year, were sufficient to enable the Board of Directors to declare two semi-annual dividends of five per cent. each, on both classes of stock, and to leave a balance of \$333,559 17 to be brought forward to credit of Income on the 31st of May, 1871.

This balance is more than absorbed in the General Balance Sheet by payments made for works of construction that add new value and facilities to the company's property. Payments have also been made for account of the old purchase of the Winona and St. Peter Railroad, and advances made for its extension and the completion of the La Crosse, Trempealeau and Prescott Road, and considerable reduction of the old funded debt of the Chicago and North Western Railway Company effected by the payment of maturing bonds,



It is inevitable that the demands of business on our road as upon all others similarly situated in the great and growing West, will call for some enlarged accommodations in the extension of side tracks, depot grounds, new station buildings, equipment, etc., from time to time, and it is a question for the Board to consider at some future period in what manner this class of outlays shall be provided for.

Whether the means shall be found in the increased profits resulting from the legitimate growth of business which may be reasonably looked for in the future, or whether a larger reserve of income shall be kept to meet these wants by temporarily diminishing the rate of dividends from present earnings, or whether the improvements required from time to time shall be made from the proceeds of sales of stocks or bonds within reasonable limits, without impairing the ability of the company, are matters that will receive careful deliberation hereafter, and such measures adopted as shall be thought best to give stability and strength to the company.

The capital stock has been increased during the year \$89,050, viz.: common, \$44,330; preferred, \$44,720. The common stock now amounts to \$14,720,959 40; and the preferred to \$20,415,013 42—total, \$35,135,972 82. There is also the amount of \$615,300 of preferred and \$53,046 of common stock, not included in the above, which is owned by the company, and duly registered by the Registrar of Transfers. This stock has been held by trustees of the company for many years, and is what remains from an amount of stock originally issued (prior to 1866) and subsequently registered for the convenience of the company in taking up Galena and Chicago, Beloit and Madison, and Chicago and Milwaukee Railroad Companies' stock, and for other purposes.

The bonded debt, as shown in the last annual report, has been decreased \$248,900—the whole amount of bonds of the various classes retired during the year having been \$737,900, and the amount issued \$489,000. In addition to which the company issued in April and May the Madison Extension 7 per cent. gold bonds, for construction of that line, (including \$1,153,438 62 that had been advanced for grading, iron, ties, etc.,) amounting to \$3,150,000. Including these bonds, the increase in the funded debt amounts to \$2,901,100.

We give in another part of this week's issue that portion of the company's report which refers to the connections and extensions of the road. Since the close of the fiscal year, and up to the date of the Report, July 31, 1871, the company had negotiated the sale of the entire issue of the \$2,700,000 of Menominee Extension gold bonds, mentioned therein, and put the construction of the road from Fort Howard to the Menominee River, about 52 miles, under contract, to be completed by May 1, 1872. The balance of the line from Menominee River to a connection with the Peninsula Division was being rapidly examined and surveyed, with a view to its construction at an early day. The Madison Extension line had been opened for 20 miles to Lodi, and the Lake Geneva Extension completed. Thirty miles of the Winona and St. Peter Extension had been let to be ready for rails in a few months.

The dividends declared during the year will be seen to have amounted to ten per cent. on the common and ten per cent. on the preferred stock—leaving a surplus, after payment of the June dividend, of \$333,559 17.

The entire operating expenses, including taxes, were but 53.96 per cent. of the earnings.

#### CONDENSED BALANCE SHEET, May 31, 1871.

##### Old Construction:

Cost of road and property in accordance with terms of consolidation, to May 31, 1870.....\$39,948,712 62

For purchase of stock of the Chicago and Milwaukee Railway Company ..... 23,700 00

\$39,972,412 62

##### New Construction:

Balance to debit of this account May 31, 1870.....\$4,637,248 87

Add for amount expended during the year for new rails. 51,120 24

Right of way and depot grounds..... 94,085 67

Construction of new buildings..... 48,123 07

Additional side tracks. 84,899 65

Construction of new fences, gates and crossings..... 1,427 71

Changing location of road between Syene and Madison..... 201,659 74

Cost of St. Charles Railroad..... 8,801 55

Cost of Madison Ext. 1,153,438 62

Cost of Menominee Extension..... 2,457 17

Discount on securities 121,972 33

6,405,234 62

##### New equipment:

Balance to debit of this account May 31, 1870.....\$5,462,851 74

Add for new locomotives and cars purchased and built during the year... 160,160 05

5,623,011 79

##### Assets and securities on hand:

G. & C. U. R. R. Co's bonds held for sinking fund..... \$34,640 00

Lands, and receipts and expenditures on account of company's land grants. 73,175 93

Subscription to Northern Pacific R. R.... 6,666 66

Jay Cooke & Co., fiscal agents North'n Pacific Railroad... 100,000 00

Subscription to Jay Cooke & Co., fiscal agents for shares & bonds of Northern Pacific Railroad... 4,888 88

Lake Superior and Puget Sound Co., through Jay Cooke & Co..... 1,250 00

Lake Superior and Puget Sound Co... 5,010 00

La Crosse, Trempealeau and Prescott Railroad..... 302,668 30

Winona, Mankato and New Ulm R. R.... 56,948 18

Winona, Mankato and New Ulm R. R. Co's stock..... 100,000 00

Other stocks & bonds 76,671 42

Winona and St. Peter R. R. Co.—balance 1,069,082 12

Advances to State Line and Union R. R. Co., on account of construction.... 2,048 84

1,832,950 33

Materials on hand..... 873,179 98

\$54,706,789 34

##### Common stock:

Amount outstanding May 31, 1870.....\$14,676,829 40

Issued since for bonds of Peninsula R. R. Co..... 44,000 00

On account of sundry old and past due stock dividends..... 330 00

\$14,720,959 40

##### Preferred stock:

Amount outstanding May 31, 1870.....\$20,370,293 42

Issued since for b'ds of Peninsula R. R. Co..... 44,000 00

For stock of Chicago & Milwaukee Railway Co..... 300 00

On account of sundry old and past due stock dividends..... 420 00

20,415,013 42

##### Funded debt:

Preferred S.F. bonds.....\$1,245,500 00

Appleton Extension bonds..... 182,000 00

Green Bay Extension bonds..... 300,000 00

Funded coupon (interest) bonds..... 755,000 00

General First Mortgage bonds..... 3,588,000 00

First Mort. bonds of G. & C. U. R. R. Co. 1,785,000 00

Second Mort. bonds G. & C. U. R. R. Co. 948,000 00

Elgin and State Line purchase bonds... 135,000 00

Mississippi River Br. bonds..... 200,000 00

Seven per ct. equipment bonds..... 101,000 00

Ten per ct. equipment bonds..... 275,000 00

Consolidated S.F. b'ds 2,560,000 00

First Mortgage bonds Peninsula R. R. of Michigan..... 767,000 00

12,841,500 00

First Mort. bonds C. & M. R. R. Co.... \$397,000 00

Second Mort. bonds M. & C. R. R. Co.. 182,000 00

Third Mort. bonds M. & C. R. R. Co.... 10,500 00

First Mort. bonds C. & M. R. W. Co.... 1,135,000 00

First Mort. bonds B. & M. R. R. Co.... 333,000 00

2,057,500 00

Madison Extension S.F. Gold bonds of C. & N. W. R. W. Co..... 3,150,000 00

Operating debts.....\$4,319,821 02

Less assets..... 3,441,563 67

878,257 35

Balance due D. N. Barney and associates on Winona and St. Peter purchases, payable in semi-annual instalments, up to May, 1874 310,000 00

Income account—balance to credit May 31, 1871..... 333,559 17

\$54,706,789 34

President.—JOHN F. TRACY.

Vice President.—M. L. SYKES, JR.

Directors.—J. M. Burke, Geo. S. Scott, A. G. Dulman, M. L. Sykes, Jr., Charles R. Marvin, Harvey Kennedy, A. B. Baylis, David Dows, Francis H. Tows, R. P. Flower, New York; J. L. Ten Have Frzn, Amsterdam, Holland; Wm. L. Scott, Milton Courtright, Erie; Wm. H. Ferry, Henry H. Porter, John F. Tracy, Chicago; B. F. Allen, Des Moines, Iowa.

Secretary & Treasurer.—ALBERT L. PRITCHARD.

General Manager.—JAMES H. HOWE.

Gen'l Superintendent.—JOHN C. GAULT.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are lease-roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna.*100	\$3,355,000	J. & J.	Jul. '71 31	Hartford and New Haven.100	4,786,925	J.A.&O	Oct. '71 3	Portl., Saco & Portland.100	\$1,500,000	J. & D.	Jun. '71 5
American Central.100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph.100	4,151,700	Aug. '70 31	Aug. '70 31	Portl., Gt. Falls & Conway.100	170,000	J. & J.	July '71 4
Atlantic and West Point.100	1,232,200	J. & J.	July '70 4	Do. do pref.100	5,078,224	Aug. '70 7	Aug. '70 7	Providence & Worcester.100	2,000,000	J. & J.	July '71 5
Atlantic & N. Carolina.100	5,445,225			Hanover Branch, Pa.60	116,850	M. & N.	May '71 5	Raleigh and Gaston.100		A. & O.	Apr. '71 31
Atlantic & Gt. Western.100	25,879,923			Houston.100	820,000	J. & J.	July '71 4	Rensselaer and Saratoga.100	6,000,000		
Do. pref.60	1,919,000			Huntingdon & B'd Top.60	615,950	J. & J.	Jan. '68 31	Richmond and Danville.100	4,000,000		
Atlantic & St. Lawrence.*100	2,494,000	M. & N.	Sept. '71 2	Illinois Central.100	212,350	J. & J.	Jan. '68 31	Richmond and Petersburg.100	847,100		
Augusta and Savannah.100	733,700	A. & O.	Apr. '71 4	Indianapolis, Cin. & Lafay.50	2,280,240	J. & J.	Aug. '71 5	Rich. Fred. and Potomac.100	1,041,800		
Baltimore and Ohio.100	13,151,962	A. & O.	Apr. '71 4	Jeffersonv. Mad. & Ind.100	6,155,897	M. & S.	Sept. '67 4	Rockport.100	88,460	J. & J.	Nov. '67 2
Do. Washington Br.100	2,360,000	A. & O.	Apr. '71 4	Joliet and Chicago.*100	2,000,000	J. & J.	Jan. '68 31	Rome, Watert. and Ognb.100	2,998,900	F. & A.	Aug. '71 4
Baltimore City Passenger.100	670,000	J. & J.	July '71 4	Joliet and Chicago.*100	1,500,000	J.A.&O	July '71 11	Rutland preferred.100	1,831,400	F. & A.	Aug. '71 3
Bay de Noquet & Marq.100	1,250,000	A. & O.	Apr. '68 3	Joliet & North. Indiana.*10	300,000	J. & J.	July '71 4	St. L. Alt. and T. Haute.100	2,300,000	Annual.	May '68 7
Belvidere Delaware.100	995,800	J.A.&O	July '71 11	Lake Shore & Mich. So.100	35,000,000	F. & A.	Aug. '71 4	St. L., Jack'nv. and Chic'o.100	2,478,750		
Berkshire.100	600,000	J. & D.	Jun. '71 2	Lackawanna & Bloomburg.100	633,500	F. & A.	Aug. '71 4	Sandusky and Cincinnati.100	2,089,000	M. & N.	May '71 3
Bloomburg & Corning.*60	250,000	M. & N.	May '71 5	Leeds and Farmington.*60	1,835,000	J. & J.	July '71 3	Sand. Mansf. and Newark.100	445,598		
Boston and Chelsea.100	19,150,800	A. & O.	Oct. '71 4	Lehigh and Mahanoy.60	2,158,665	J. & J.	Jan. '67 6	Savannah and Charleston.100	905,222		
Boston and Concord & Mont.100	459,600	M. & N.	May '71 3	Lehigh and Mahanoy.60	2,158,665	M. & N.	May '71 3	Schuykill and Susquehanna.100	1,000,000		
Do. do. pref.100	1,340,400	J. & J.	July '71 4	Lehigh Valley.60	17,716,400	J.A.&O	Oct. '71 21	Second and Third St.(Ph.)60	203,757	J. & J.	July '71 5
Boston and Lowell.100	2,215,000	J. & J.	Nov. '71 3	Lehigh Valley.60	17,716,400	J.A.&O	Oct. '71 21	Schuykill Valley.*60	203,757	J. & J.	July '71 2
Boston and Maine.100	4,471,275	J. & J.	Nov. '71 3	Little Miami.*100	344,650	M.J.S.D	Sept. '71 2	Seaboard and Roanoke.100	576,050	M. & N.	Nov. '70 4
Boston and Providence.100	3,700,000	J. & J.	June '71 5	Little Schuylkill.*100	2,646,100	J. & J.	July '71 5	Second Avenue (N. Y.).100	868,200	M. & N.	July '70 2
Broadway (South Boston)60	400,000	J.A.&O	Oct. '71 21	Lomb. and South St.(Ph.)25	90,070	J. & J.	July '71 5	17th & 19th streets (Ph.).60	670,000		
Broadway & 7th Av.(N.Y.)100	2,100,000	J. & D.	June '70 3	Long Island.100	8,000,000	M. & S.	Jul. '69 3	Shamokin V. and Pottav.*60	130,400	F. & A.	Dec. '70 2
Brooklyn City.100	1,000,000	F.M.A.N	Aug. '71 3	Louisv. Cin. and Lex.100	1,823,482	J. & J.	Jul. '71 4	Shore Line.100	869,460	J. & J.	Aug. '71 3
Brooklyn City & New'n.100	392,800	J. & J.	July '70 31	Louisville and Nashville.100	848,700	F. & A.	Feb. '71 4	Sixth Avenue (N. Y.).100	62,000	M. & N.	May '70 1
Buffalo, Bradford & Pitts.100	1,100,000	M. & N.	May '71 31	Louisville and Nashville.100	8,680,912	F. & A.	Dec. '70 3	Somerville.100	750,000		
Buff. New York & Erie.*100	960,000	F. & A.	Aug. '70 4	Louisv. N. Alb. & Chicago.100	2,800,000	A. & O.	Oct. '71 3	South Carolina.100	5,819,275		
Buffalo and Erie.100	5,000,000	March.	Mar. '71 10	Lowell and Lawrence.100	200,000	J. & J.	Jan. '70 3	South Shore.100	259,455	F. & A.	Jul. '68 3
Burlington and Mo. Riv.100	383,000	A. & O.	Oct. '71 4	Lowell Horse.100	56,530	J. & J.	Jan. '70 3	South Western, Georgia.100	3,929,900	F. & A.	Aug. '71 4
Cambridge Horse (Boston)100	7,780	F. & A.	Aug. '71 3	Macon and Western.100	2,500,000	J. & J.	July '71 5	Staten Island.100	660,000	J. & J.	Jul. '67 4
Camden and Amboy.100	5,847,800	F. & A.	Aug. '71 3	Mahanoy & B'd Mount n.*100	1,576,915	M. & N.	May '71 5	Stony Brook.100	287,300		
Camden and Atlantic.100	377,100			Maine Central.100	3,400,500			Stockbridge & Pittsfield.*100	445,700	F. & A.	Aug. '71 3
Do. pref.60	753,600			Manchester & Lawrence.100	1,000,000			Summit Branch.100	250,000		
Camden & Burlington Co.100	331,000			Marquette & Cincinnati.100	2,029,778			Syr. Bingham. and N. Y.100	1,314,130	J. & D.	July '71 4
Cape Cod.100	915,577	J. & J.	Jul. '71 21	Marquette & Cincinnati.100	2,029,778	M. & S.	Sept. '66 3	Taunton Branch.100	400,000		
Cape May and Millville.*60	447,000	J. & D.	June '71 3	Massachusetts.100	4,460,368	M. & S.	Sept. '66 3	Tennessee and Alabama.100	595,922	J. & J.	July '71 6
Canawana.100	1,195,000	M. & N.	May '71 31	Massachusetts.100	4,460,368	F. & A.	Dec. '70 2	Terre Haute and Indiana.50	1,988,150	J. & J.	July '71 6
Canawana, pref.100	2,200,000	M. & N.	May '71 31	Memphis and Charleston.100	5,312,722			Third Avenue (N. Y.).100	1,750,000	J. & J.	May '70 1
Cayuga & Susquehanna.*60	689,111	J. & J.	July '71 4	Memphis and Ohio.100	670,000			Thirteenth and Fif. (Ph.).60	50	J. & J.	July '71 2
Cedar Rapids & Mo. pref.100	765,000	M. & N.	May '71 31	Metropolitan (Boston).100	1,250,000	J. & J.	July '71 5	Tol. Peoria and Warsaw.100	2,700,000		
Central of Georgia.100	4,666,300	J. & J.	July '70 6	Michigan Central.100	13,225,448	J. & J.	July '71 5	Tol. Peoria and Warsaw.100	2,700,000		
Central of New Jersey.100	15,000,000	J. & J.	Oct. '71 21	Middleboro' and Taunton.100	149,023	J. & D.	Dec. '70 2	Tol. Peoria and Warsaw.100	2,700,000		
Central Ohio.100	2,475,000	J. & D.	June '71 3	Middleboro' and Taunton.100	149,023	A. & O.	Oct. '71 3	Tol. Wabash and West.100	14,700,000		
Do. pref.100	400,000	J. & D.	Jun. '71 21	Middlesex (Boston).100	400,000	F. & A.	July '71 4	Troy and Greenbush.*100	607,111	J. & D.	Jun. '71 31
Gen. Park, N. & E. River.100	970,000	J.A.&O	Oct. '67 21	Mill Creek and Mineh'l.*50	323,376	J. & J.	Feb. '70 6	Troy and Greenbush.*100	607,111	J. & D.	Jun. '71 31
Ohemung.100	380,000	J. & J.	Jan. '70 3	Millville and Glassboro'.100	405,020	M. & N.	May '71 5	Union Transport'n (Bos.).100	200,000	M. & N.	Nov. '70 4
Ohemung, preferred.100	2,085,925	J. & J.	July '71 2	Millw. & St. Paul.100	11,422,664	J. & J.	Dec. '70 7	Union (Phila.).100	291,475	J. & J.	July '71 1
Ohio and Alton.100	8,925,500	M. & S.	Sept. '71 5	M. Hill & Schuylk. Haven.60	3,556,450	J. & J.	July '71 31	Utica and Black River.100	1,066,000	J. & J.	July '70 3
Do. pref.100	2,425,400	M. & S.	Sept. '71 5	Mobile and Ohio.100	4,269,820	J. & J.	Dec. '67 4	Vermont and Canada.*100	2,500,000	J. & D.	June '71 4
Chicago, Burl. & Quincy.60	16,690,210	J. & J.	July '71 6	Montgomery & W. Point.100	1,644,100	J. & D.	Jun. '71 31	Vermont Central.100	5,000,000	J. & J.	July '71 2
Chicago, Iowa & Nebraska.100	1,000,000	J. & J.	July '71 6	Morris and Kees.*100	11,900,950	M. & N.	May '71 5	Vermont and Massachusetts.100	2,500,000		
Chicago and Milwaukee.*100	2,227,000	J. & J.	July '71 6	Mt. Carbon & Pt. Carbon.*60	282,350	J. & J.	Jan. '71 4	Vicksburg and Meridian.100	537,405		
Chicago & N. Western.100	14,670,629	J. & D.	June '71 5	Nashua and Lowell.100	720,000	M. & N.	May '71 5	Virginia Central.100	3,353,678		
Do. pref.100	20,370,233	J. & D.	June '71 5	Nashville & Chattanooga.100	2,056,544	F. & A.	Dec. '70 5	Virginia and Tennessee.100	3,506,300		
Chicago, R. I. & Pacific.100	17,000,000	A. & O.	Oct. '71 4	Naugatuck.100	1,818,000	F. & A.	Dec. '70 5	Western Union.100	2,707,603		
Chin. Ham. & Dayton.100	3,500,000	A. & O.	Apr. '71 4	New Bedford & Taunton.100	600,000	A. & O.	Apr. '71 4	West Jersey.100	1,209,000	F. & A.	Aug. '71 4
Cincinnati City Passenger.100		J. & J.	Jan. '68 2	New Haven & N. London.100	738,538	J. & J.	Jan. '68 3	West Philadelphia.100	349,100	J. & J.	July '71 5
Do. Street.100		J. & J.	Jan. '68 2	N. Haven & Northampton.100	1,800,000	F. & A.	Aug. '71 3	Wilm. and Weldon.100	1,463,776	J. & J.	Jan. '71 3
Cin. Sand. & Cleve. pref.50	423,646	M. & N.	May '71 3	New Jersey.100	7,297,200	J. & J.	July '71 4	Winchester and Potomac.100	1,517,650	J. & J.	Jan. '71 3
Citizens Passenger (Phila.)60	192,750	J. & J.	July '71 7	New London North.100	1,003,000	A. & O.	Oct. '71 4	Worcester and Nashua.100	1,400,555	J. & J.	July '71 3
Clev. Col. Cin. & Ind.100	11,620,000	F. & A.	Aug. '71 31	N.Y. Central & Hudson R.100	45,000,000	J. & J.	July '71 4				
Cleveland & Mahoning.*60	2,056,750	M. & N.	May '71 31	" Certificates.100	44,423,350	A. & O.	Oct. '71 4				
Cleveland and Pittsburgh.60	7,494,688	F.M.A.N	Aug. '71 21	New York and Harlem.100	8,500,000	J. & J.	July '71 4				
Cleveland and Toledo.*60	5,000,000	F. & A.	Aug. '71 4	" pref.50	1,500,000	J. & J.	July '71 4				
Columbus and Xenia.*60	1,786,800	M.J.S.D	Sept. '71 2	New York & New Haven.100	9,000,000	J. & J.	July '71 5				
Concord.100	1,600,000	M. & N.	May '71 5	N. Y., Provid. & Boston.100	2,000,000	J. & J.	July '71 4				
Concord & Ports. guar.100	350,000	J. & J.	July '71 31	Nag. Bridge & Canandaigua.100	1,000,000	J. & J.	Jan. '71 3				
Coney Island & 1 room.100	600,000	J. & J.	July '71 31	Norfolk & Petersburg guar.100	137,500	J. & J.	Jan. '71 3				
Conn. & Passumps. R. pref.60	2,084,200	F. & A.	Aug. '71 3	North Carolina.100	4,000,000	J. & J.	May '71 3				
Connecticut River.100	1,700,000	J. & J.	July '71 6	Northern Central.100	5,000,000	M. & N.	May '71 3				
Cumberland Valley.100	1,316,900	A. & O.	Apr. '71 4	North Eastern (S.C.) pref.100	155,000	J. & D.	Feb. '71 5				
Danbury and Newell.100	400,000	quarterly	Dec. '70 3	Northern of N. Hampshire.100	3,068,000	J. & D.	Aug. '71 5				
Dayton and Michigan.*100	2,400,000	J. & J.	Jan. '71 3	North Pennsylvania.100	3,150,150	J. & J.	Aug. '71 5				
Delaware.100	1,107,291	J. & J.	Jan. '71 3	Norwich and Worcester.100	2,364,400	J. & J.	Oct. '71 4				
Del. Lackaw. & Western.60	16,277,500	J. & J.	Dec. '70 6	Ogdensburg & L. Champ'n.100	3,051,800	A. & O.	Oct. '71 4				
Des Moines Valley.100	1,820,200			Ohio and Mississippi.100	19,995,847	J. & D.	Jun. '71 31				
Detroit & Milwaukee.100	452,350			Oil Creek & Allegheny R.60	4,259,450	J.A.&O	Oct. '71 21				
Do. pref.100	2,095,000			Old Colony & Newport.100	4,959,920	J. & J.	July '71 3				
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May '70 21	Orange and Newark.100	289,550	F. & A.	Feb. '71 4				
Dubuque and Sioux City.*100	5,000,000	J. & J.	July '71 2	Oswego and Syracuse.100	482,400						
Do. do. pref.100	392,550	J. & J.	July '71 4	Pacific of Missouri.100	3,711,196	J.A.&O	Jan. '71 3				
East Mahanoy.100	4,062,000	J. & J.	July '71 4	Panama.100	7,000,000	J. & J.	Jan. '71 4				
Eastern (Mass.).100	492,000	J. & J.	July '71 4	Paterson and Ramapo.100	248,000	J. & J.	Jan. '71 4				
Eastern (N. H.).100	1,309,200	J. & J.	July '71 4	Paterson and Hudson Riv.100	630,000	M. & N.	May '71 6				
East Penn. Va. and Ga.100	1,309,200	J. & J.	July '71 4	Pennsylvania.100	33,850,000	F. & A.	Aug. '71 4				
East Tenn. Va. and Ga.100	1,309,200	J. & J.	July '71 4	Peoria & Bureau Valley.*100	1,200,000	J. & J.	Jul. '69 8				
Eighth Avenue (N. Y.).100	1,000,000	F. & A.	Feb. '71 21	Peoria and Hannibal.100	600,000	J. & J.	Jul. '69 8				
Kim, Jeffers & Canada.*100	600,000	M. & N.	May '71 21	Petersburg.100	1,320,200	J. & J.	Jan. '71 3				
Kimira & Williamsport.*60	600,000	J. & J.	Jan. '71 31								



[illegible]

## AMERICAN RAILROAD BOND LIST.

Asterisk (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	\$830,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B., C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	96
Alabama and Georgia:							2d Mortgage.....	380,000	7	May & Nov.	" "	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.						
Albany and Susq. (D. & H. Canal):							1st Mortgage conv. & skg P'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	Burlington and Missouri River.						
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	" "	1885	93	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	101
3d Mortgage, 1869.....	175,000	7	May & Nov.	" "	1881	....	Stock Bonds " "	1,999,380	8	" "	" "	1878	....
Albany City Loan, 1865.....	1,000,000	6	" "	" "	1895	....	Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	" "	1879	100
Allegheny Valley:							Stock Bonds " "	1,246,400	8	Jan. & July.	" "	1889	....
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	94	1st Mort. (Branch) bonds.....	900,000	8	" "	" "	1894	....
1st Mortgage, Eastern Extension	48,000	7	" "	" "	" "	....	1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94
Special Bonds to State of Penn.	3,500,000	5	" "	" "	" "	....	Burlington & Mo. Riv. in Neb.:						
American Central (C. B. & Q.):							1st Mort. for \$5,000,000, conv.....	3,360,000	8	Jan. & July.	Boston.	1894	14
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific:						
Androscooguin:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	106
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andros. & Kennebec (Maine C.):							Sterling Bonds, £288,600 @ 4.84..	1,396,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1890 and 1891.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1875.....	675,000	6	" "	New York.	1875	97
Atchafalpa, Topeka and Santa Fe:							Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	" "	1883	90
1st Mortgage tax free..... gold	15,000pm	7*	Jan. & July.	New York.	1900	83	Dollar Loan of 1889.....	866,000	6	March & Sept.	" "	1889	90
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,929,290	6	June & Dec.	" "	1889	95½
1st Mortgage tax free, 1870.. gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	154,000	6	" "	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	London & N. Y.	'76-'84	....	Camden and Atlantic:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	" "	" "	'81-'83	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873	....
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	" "	1879	....
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic, Mississippi and Ohio:							Carthage & Burlington (C.B. & Q.):						
1st Mortgage on whole line.....	15,000pm	7	" "	New York.	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95½
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Atlantic and Pacific:							Cedar Falls and Minnesota (H. C.):						
Land Mort. (500,000 acres)..... gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86
1st Mortgage (So. Pacific)..... gold	7,250,000	6*	" "	" "	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	....
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv. (C. & N.W.):						
Portland City Loan (skg fund).....	825,000	6	Various.	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'10	90
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:						
2d Mortgage, sterling.....	885,500	6*	" "	London.	1884	....	1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	" "	1878	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:						
1st Mortgage.....	371,300	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
2d Mortgage.....	100,000	7	" "	" "	1884	....	Central of Iowa:						
Baltimore and Ohio:							1st Mort. conv. & tax free.. gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Loan of 1855, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96½	Central of New Jersey:						
Loan of 1850.....	879,500	6	" "	" "	1880	95	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	....
Loan of 1853.....	1,710,500	6	April & Oct.	" "	1885	93½	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	" "	1890	101½
Loan of 1850..... sterling	3,872,000	6*	March & Sept.	London.	1896	....	Central Ohio (B. & O.):						
Loan of 1853 (Baltimore) skg fd.	6,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Baltimore and Potomac:							Central Pacific of California:						
1st Mort. of '69 for \$3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....	1st Mortgage..... gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	101½
Bangor and Piscataquis:							Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
1st Mortgage (Bangor) loan.....	58*,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	" "	" "	1883	101½
Barelay Coal:							Income bonds.....	10,000,000	....	" "	" "	....	....
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Charleston and Savannah:						
Bay City and East Saginaw:							1st Mortgage guar. by S. Car.....	505,000	6	May & Nov.	Charleston.	1870	....
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta:						
By de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
Belfast and Moosehead Lake:							1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1896	....
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....	Cheraw and Darlington:						
Bellefontaine & Ind. (C. C. C. & Ind.):							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	....
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	2d Mortgage.....	75,000	7	Jan. & July.	" "	1879	....
Bellefonte and Snow Shoe:							Cherry Valley, Sharon & Albany:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
Belt and Madison (C. & N.W.):							Chesapeake and Ohio:						
1st Mortgage guaranteed.....	364,000	7	Jan. & July.	New York.	1888	....	Consol. sink fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1909	98
Belvidere Delaware:							1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....	2d Mort. ( " " " " )	186,500	6	" "	" "	1872	....
2d Mortgage (Camden and)	497,500	6	March & Sept.	Princeton.	1885	82½	3d Mort. ( " " " " )	901,000	6	" "	" "	1884	....
3d Mortgage (Amboy)	745,000	6	Feb. & Aug.	" "	1887	81	Income.....	300,000	8	" "	" "	1876	....
Blue Ridge, (S. Car.):							Cheshire:						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	95
Boston, Clinton and Pittsburg:							Chester Creek:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
Equalization or consol. bonds.....	248,000	6	" "	" "	" "	....	Chester & Chicago Br. Junction:						
2d Mortgage of 1869-'70.....	152,500	7	" "	" "	'89-'90	....	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
Boston, Concord and Montreal:							Chester and Tamaroa:						
1st Mort. (Com. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester Valley:						
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
Sinking Fund Mortgage.....	507,000	6	" "	Boston.	1889	92	Chicago and Alton:						
Boston, Hartford and Erie:							1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage (old).....	250,000	7	March & Sept.	Boston.	1884	....	1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	106
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	" "	1899	24	2d Mortgage Income.....	1,100,000	7	April &amp			



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv.:							Columbus and Hocking Valley:						
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	.....	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	.....
Chicago, Danville and Vincennes:							2d Mortgage.....	118,000	7	Jan. & July.	"	1880	.....
1st Mortgage S. F. & Minn.: gold	2,500,000	7*	April & Oct.	New York.	1909	87½	Columbus, Springfield and Cin.: 1st Mortgage for \$1,000,000.....		7	.....	New York.	18—	.....
Chicago, Dubuque & Minnesota:							Columbus and Xenia:						
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	.....	1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	.....
Chicago and Illinois Southern:							Concord and Claremont:						
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	.....	1st and 2d Mortgage.....	374,000	6	.....	Boston.	Due.	.....
Chicago, Iowa and Nebraska:							Connecticut and Passumpsic Riv.: 1st Mortgage skg fund, 1886.....	455,800	6	June & Dec.	Boston.	1876	92½
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	95	Notes payable, coupon tax free.	559,429	7	"	"	1876	100½
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	.....	Connecticut River:						
Chicago & Milwaukee (C. & N.W.): 1st Mortgage (consol.) 85 m. guar.	397,000	7	May & Nov.	New York.	1874	.....	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	.....
Chicago and Northwestern:							Connecticut Western:						
Prof. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99	1st Mortgage.....	81,500	7	.....	Hartford.	18—	.....
Interest (f'ded coup.) b'ds (193 m.).	755,000	7	May & Nov.	"	1883	95	Connecting (Philadelphia):						
1st Mortgage General (193 m.).	3,588,000	7	Feb. & Aug.	"	1885	94½	1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	86
1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	.....	Contoocook River:						
1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	.....	1st Mortgage.....	30,000	6	.....	Boston.	18—	.....
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	.....	Cooperstown and Susq. Valley:						
1st Mort. (Gal. & Chic. U. R. R.).	1,785,000	7	Feb. & Aug.	"	1882	.....	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	.....
2d Mort. (Gal. & Chic. U. R. R.).	948,000	7	May & Nov.	"	1875	.....	Coun. Bluffs & St. J. (K. St. J. & C. B.): 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1889	.....
Miss. Riv. Bridge ("")	200,000	7	Jan. & July.	"	1884	.....	2d Mortgage.....	150,000	10	"	"	1872	.....
1st Mort. (Elgin and State Line).	135,000	7	"	"	1878	.....	Covington and Lex. (Ky. Cen.): 1st Mortgage March 1882.....	120,000	7	March & Sept.	New York.	1872	.....
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	"	1898	.....	2d Mortgage March 1883.....	844,000	7	"	"	1883	.....
Consol. skg fund Mort. (800 m.).	2,540,000	7	May & Nov.	"	1915	92	3d Mortgage June 1885.....	237,000	7	June & Dec.	"	1885	.....
Equipment Mortgage.....	275,000	10	"	"	1871	.....	Cumberland Coal and Iron:						
1st Mort. (Chic. & Mil. R. R.) 45m.	397,000	7	May & Nov.	"	1874	.....	1st Mortgage of March 1886.....	803,500	6	March & Sept.	New York.	1891	.....
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	"	1874	.....	2d Mortgage of May 1, 1888.....	770,000	6	May & Nov.	"	1888	.....
3d Mort. ("") 40m.	10,500	7	June & Dec.	"	1898	.....	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	"	1881	.....
1st Mort. (Chi. & Mil. R. W.) 85m.	1,185,000	7	Jan. & July.	"	1898	93	Cumberland Valley:						
1st Mort. (Bel. & Mad. R. R.) 40m.	333,000	7	"	"	1888	.....	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	.....
1st Mort. (Mad. Exten.) 126 m. g'd	3,150,000	7*	April & Oct.	"	1911	.....	2d Mortgage.....	109,500	8	"	"	1908	.....
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7*	Jan. & July.	"	1911	.....	Plain bonds.....	81,800	8	Jan. & July.	"	1884	.....
Chicago & Mich. Lake Shore:							Danbury and Norwalk:						
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	.....	1st Mortgage of 1889.....	100,000	7	Jan. & July.	New York.	1880	.....
Chicago, Pekin & Southwestern:							2d Mortgage of 1889.....	200,000	7	"	"	1890	.....
1st Mortgage..... gold	15,000pm	7*	Jan. & July.	New York.	1891	.....	Danv. Hazleton & Wilkesbarre:						
Chicago, Rock Island and Pacific:							1st Mortgage tax free 1888.....	1,400,000	7	April & Oct.	Philadelphia.	1888	.....
1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	100	Davenport and St. Paul:						
Chi. & Southwestern (C. R. I. & Pac.): 1st Mort. guar. and tax free gold	5,000,000	7*	May & Nov.	New York.	1889	.....	1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	.....
Chillicothe & Brunswick (N. Mo.): 1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	.....	Dayton and Michigan:						
Cincinnati, & Balt. (Mar. & Cin.): 1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	.....	1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	.....
Cincinnati, Hamilton and Dayton:							2d Mortgage.....	642,000	7	March & Sept.	"	1879	.....
1st Mort. of 1865 extended.....	1,250,000	7	May & Nov.	New York.	1880	.....	3d Mortgage.....	700,000	7	April & Oct.	"	1888	.....
2d Mortgage of 1866.....	500,000	7	Jan. & July.	"	1885	.....	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871	.....
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	"	1877	.....	Dayton and Union:						
Cinc. and Indiana (C. Laf. & Chi.): 1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	.....	1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	.....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	77-87	.....	2d Mortgage.....	135,000	7	June & Dec.	"	1879	.....
Cincinnati and Indianapolis June:							Income Bonds.....	252,445	6	"	"	1879	.....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	.....	Dayton and Western:						
2d Mortgage.....	800,000	7	March & Sept.	"	1893	.....	1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	.....
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	.....	2d Mortgage.....	433,000	6	"	"	1905	.....
Cincinnati, Lafayette and Chi.: 1st Mortgage..... gold	20,000pm	7*	March & Sept.	New York.	1901	.....	Decatur & E. St. Louis (T. W. & W.): 1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	.....
Cin. and Martinsville (C. & Laf.): 1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	.....	Decatur, Sullivan and Mattoon:						
Cincinnati, Richmond & Chicago:							1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	.....
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	.....	Delaware:						
Cincinnati, Sandusky and Clev.: 1st Mortgage of 1867.....	1,051,841	7	June & Dec.	New York.	1890	82	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	.....
1st Mort. (San. Day and Cin.):	998,000	6	Feb. & Aug.	Boston.	1900	77½	Delaware State Loan.....	170,000	6	"	"	1876	.....
1st Mort. (San. City and Ind.):	350,000	7	March & Sept.	"	1877	91½	Guaranteed Bonds.....	100,000	6	"	"	1875	.....
Cincinnati and Zanesville:							Exten. (Seaf. to Delmar) bonds.....	100,000	6	"	"	1880	.....
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	.....	Delaware, Lackawann & Western:						
Clev. Col. and Cinc. (C. C. & I.): 1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	71-84	.....	1st Mort. (Lack. & Western):	564,000	7	Jan. & July.	New York.	1871	.....
Clev. Col. Cin. & Indianapolis:							1st Mort. (Eastern Ext.):	1,111,000	7	April & Oct.	"	1875	100
1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	.....	2d Mort. (General):	1,635,000	7	March & Sept.	"	1881	97
1st Mort. (C. C. and C. R. R.):	365,000	7	June & Dec.	"	71-84	.....	Denver Pacific:						
1st Mort. (Bell. and Ind. R. R.):	646,000	7	Jan. & July.	"	70-86	.....	1st Mortgage (Land grant)... gold	2,500,000	7*	May & Nov.	New York.	1897	.....
Cleveland and Mahoning:							Des Moines Valley:						
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	.....	1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	.....
3d Mortgage sinking fund.....	654,500	8	March & Sept.	"	1876	.....	1st Mortgage Land grant.....	4,690,000	8	"	"	1898	.....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1881	.....	Income Bonds.....	462,000	7	Jan. & July.	"	1884	.....
Clev. Mt. Vernon and Delaware:							Detroit, Hillsdale and Indiana:						
1st Mortgage for \$1,500,000..... gold	143,000	7*	Jan. & July.	New York.	1900	.....	1st Mort. (16,000 p. m.)... guar.	1,080,000	8	June & Dec.	New York.	1890	87½
Clev. Palmyra & Ash. (L. Shore): 1st Mortgage Sanbury and Erie.....	600,000	7	Jan. & July.	New York.	1874	97½	Detroit, Lansing & L. Michigan:						
2d Mortgage (registered).....	1,000,000	7	"	"	1880	.....	1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	.....
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	68	1st Mortgage Ionia and Lansing:	770,000	8	Jan. & July.	"	1879	.....
Cleveland and Pittsburg:							2d Mortgage Ionia and Lansing:	300,000	8	May & Nov.	"	1880	.....
2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	.....	Detroit and Milwaukee:						
3d Mortgage.....	1,358,000	7	May & Nov.	"	1875	9	1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	.....
4th Mortgage.....	1,104,844	6	Jan. & July.	"	1882	84	2d Mortgage.....	1,000,000	8	"	"	1875	.....
Consol. skg f'd Mort. \$5,000,000.....	528,000	7	May & Nov.	"	1900	95	1st Mortgage Funded Coupons.....	625,525	7	Jan. & July.	"	1875	.....
Cleveland & Toledo (L. S. & M. So.): 1st Mortgage Sinking Fund.....	2,104,000	7	Jan. & July.	New York.	1885	100	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	.....
2d Mortgage of 1886.....	864,000	7	April & Oct.	"	1886	.....	Bonds of June 30, 1886, (cond.)	1,816,639	6	"	NY & Detroit.	1886	.....
1st Mort. (June R. R.).....	115,000	7	June & Dec.	"	1872	.....	Bonds of Sept. 6, 1886.....	300,000	6	March & Sept.	New York.	1885	.....
Colebrookdale:							Sterling (Oak. & Ottawa R. R.):	150,867	6*	May & Nov.	NY & London.	1873	.....
1st Mort. guar. by Ph. and Rdg. Columbia and Augusta (C. C. & A.): 1st Mortgage on 85 miles.....	371,500	7	Jan. & July.	New York.	1890	.....	Dollar ("")	51,000	7	"	New York.	1873	.....
Columbia, Chicago & Ind. Cent.: 1st Mortgage Consol. skg fund.....	15,000,000	7	April & Oct.	New York.	1908	8½	Detroit, Mon. & Tol. (M. S. & N. L.): 1st Mortgage Aug. 1, 1886.....	924,000	7	Feb. & Aug.	New York.	1876	.....
2d Mortgage Consol. skg fund.....	5,000,000	7	Jan. & July.	"	1909	70	Detroit and Pontiac (Det. & Mil.): 1st Mortgage.....	150,000	7	April & Oct.	New York.	1878	.....
Columbus & Ind. Cen. (C. C. & I. C.): 2d Mortgage.....	821,000	7	Jan. & July.	New York.	1886	.....	2d Mortgage.....	100,000	7	Jan. & July.	"	1878	.....
Income Bonds.....	1,245,000	7	May & Nov.	"	1881	.....	Dixon, Peoria & Han. (C. B. & Q.): 1st Mortgage, traffic guarantee	800,000	8	Jan. & July.	New York.	1890	96½
							Dubuque, Bellevue and Miss.: 1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890	.....
							Dubuque Southwestern:						
							1st Mortgage, preferred.....	160,000	7	Jan. & July.	New York.	1883	.....
							1st Mortgage.....	450,000	7	April & Oct.	"	1883	.....
							Dunkirk, Warren and Pittsburg:						
							1st Mortgage tax free..... gold	1,000,000	7	June & Dec.	New York.	1900	97½

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$200,000	7	Jan. & July.	New York.	1883	....	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (construction).....	600,000	7	" " "	" "	1894	....	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1886	104½
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	....	Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Mortgage not guaranteed.....	376,766	7	" "	" "	'81-'86	....
East Brandywine & Waynesburg:							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1886	....	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	35,000	8	" "	" "	1873	....	Hackensack & New York (Krie):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, guar. Skg. Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	....	Hackens'k & N. York Ext.(Erie):						
East Tenn. & Georgia(E.T.V. & G.):							1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1889	....
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	....	Hannibal and Naples:						
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....	1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.	1898	90
East Tennessee, Virginia & Ga.:							Hannibal & Cen.Mo.(C. & Alton):						
1st Mortgage, consol. akg fund.....	3,500,000	7	Jan. & July.	New York.	1900	....	1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890	....
Eastern Mass.:							Hannibal and St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....	Mo. State Loan, 1861.....	1,500,000	6	Jan. & July.	New York.	1871	95
Loan of 1862, sterling.....	383,000	6	Jan. & July.	London.	1872	....	Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1885	....
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	96½	Six years Mortgage bonds.....	69,000	10	" "	" "	1872	....
Loan of 1865.....	160,000	6	April & Oct.	" "	1885	96½	Three years' notes.....	810,000	8	" "	" "	1873	....
Loan of 1868.....	1,000,000	6	March & Sept.	" "	1888	....	Five years' notes.....	1,024,000	8	" "	" "	1875	....
Loan of 1869.....	600,000	6	May & Nov.	" "	1889	97½	Fifteen years' bonds.....	1,095,500	8	" "	" "	1885	96½
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	" "	1876	93	1st Mort. (Q. & Palmyra R.R.)	100,000	8	Feb. & Aug.	" "	1892	95
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam.R.R.)	1,200,000	10	Jan. & July.	" "	1892	109½
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....	Land Mortgage.....	1,603,700	7	April & Oct.	" "	1888	....
2d Mortgage.....	180,000	6	April & Oct.	" "	1886	....	Convertible Mortgage.....	6,600	7	Jan. & July.	" "	1888	....
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	....
Elmira and Williamsport (N. Cen.):							Harlem Extension:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94	1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890	....
Income Mortgage.....	570,000	5	May & Nov.	" "	1872	....	Harrisburg & Lancaster (Pa.R.R.):						
Real Estate (Elmira) bond.....	50,000	7	" "	" "	1872	....	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	93
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	101½	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	95½	Hartford, Providence and Fishkill:						
3d Mortgage.....	6,000,000	7	" "	" "	1883	89½	1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Providence.	1876	....
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	85½	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1878	....
5th Mortgage convertible.....	926,000	7	June & Dec.	" "	1888	85	Hastings and Dakota:						
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	" "	1891	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	....
Sterling Loan (£1,000,000) conv.	4,544,400	6	March & Sept.	London.	1875	....	Hempfield:						
Erie and Pittsburg (Penn.):							1st Mortgage (part collateral).....	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	....	Housatonic:						
2d Mortgage.....	163,000	7	March & Sept.	" "	1890	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	" "	1893	....	2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
European & North American:							2d Mortgage of 1869.....	50,000	7	April & Oct.	" "	1889	....
B'gor L'n. 1st on 65m. & 2d on 45m.	1,000,000	6	Jan. & July.	N. Y. & Lond.	1898	....	Houston and Texas Central:						
1st m. R.R. & L'd B to Win. 45 m.	2,000,000	6	" "	" "	1899	....	1st Mortgage L.G. akg fund, gold	3,400,000	7	Jan. & July.	New York.	1891	....
Evansville and Crawfordsville:							Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.).....	350,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	500,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage (Ev. & Chi. R.R.).....	740,000	7	May & Nov.	" "	1889	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	104½
1st Mort (Rockville Extension).....	160,000	7	Feb. & Aug.	" "	1881	....	3d Mortgage.....	180,000	7	May & Nov.	" "	1875	....
Consolidated Mortgage.....							Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:							1st Mort.(extended 1870 to 1890)	418,000	7	April & Oct.	Philadelphia.	1890	103½
1st Mortgage of July 1, 1887.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1875	86½
Fail River, Warren & Providence:							1st Mortgage (Consol.).....	1,089,000	7	April & Oct.	" "	1895	47
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	....	Illinois Central:						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,090,000	7	April & Oct.	New York.	1875	103
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	....	2d Mortgage Construction.....	232,000	6	" "	" "	1875	....
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	" "	" "	1890	....
1st Mortgage L. G., 1st mort.....	267,000	7	May & Nov.	New York.	1880	....	Redemption, sterling.....	7,500,000	6	" "	London.	1890	....
1st Mortgage L. G., 2d mort.....	319,000	7	Jan. & July.	" "	1887	....	Illinois & South. Iowa (T.W. & W.):						
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	" "	1888	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	85
F. & Holly R.R. b'ds (\$25,000 a yr)	500,000	10	May & Nov.	" "	1888	....	Indiana and Illinois Central:						
Flushing & North Side (L. I.):							1st Mortgage.....gold	2,750,000	7	Jan. & July.	N.Y. & Lond.	1900	....
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	....	Indianapolis, Blooming. & West.:						
Fonda, Johnston & Gloversville:							1st Mortgage, conv.....gold	5,000,000	7	April & Oct.	New York.	1900	....
1st Mortgage.....	300,000	7	" "	New York.	1889	....	2d Mortgage.....	1,500,000	8	" "	" "	1890	....
Ft. W., Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888	....
Ft. W., Muncie & Cin. (F.W. & S.):							1st Mortgage (L. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage guaranteed.....gold	1,800,000	7	Jan. & July.	New York.	1889	....	1st Mortgage ( " ) 179 m.	1,568,000	7	June & Dec.	" "	1899	68½
Galena & Chic. Union (C. & N.W.):							1st Mortgage (Cin. and Ind.).....	500,000	7	" "	" "	1893	....
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	103½	2d Mort. (C. & I.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
2d Mortgage.....	985,000	7	May & Nov.	" "	1875	100½	Indianapolis, Crawfordsv. & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	" "	1884	....	1st Mortgage.....gold	1,500,000	7	Jan. & July.	New York.	1888	....
Georgia:							Indianapolis & Madison (J.M. & L.):						
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86	....	1st Mortgage of May 1, 1862.....	397,000	7	May & Nov.	New York.	1882	....
Goshen and Deckertown (Erie):							Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	....	1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	....
Gr. Rapids & Indiana (P.F.W. & C.):							2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1889	....
1st Mortgage guar half yr.....gold	4,000,000	7	Jan. & July.	New York.	1899	....	Ionia & Lansing (D.L. & L. Mich.):						
1st Mortgage half yr.....gold	4,000,000	7	April & Oct.	" "	1899	....	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	....
Grand Trunk (Ca.):							2d Mortgage assumed.....	500,000	8	May & Nov.	" "	1880	....
1st Preference Bonds £2,703,326.	13,516,825	5	Jan. & July.	London.	....	....	Iowa Falls & Sioux City (Ill. Cen.):						
2d Preference Bonds £1,610,204.	8,051,320	4	" "	" "	....	....	1st Mortgage of April 1, 1869.....	2,960,000	7	April & Oct.	New York.	1899	....
3d Preference Bonds £758,510.	3,792,580	4	" "	" "	....	....	Iowa Midland (C. & N. W.):						
4th Preference Bonds £5,871,210.	27,865,605	4											



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906	....	1st Mort. of 1858.....	\$963,000	6	April & Oct.	Philadelphia.	1872	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....	1st Mort. of 1868 (coup & reg.) free	3,343,000	6	June & Dec.	" "	1898	97
1st Mortgage (Ind. & Mad.) guar.	297,000	7	May & Nov.	" "	1882	....	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	" "	" "	1900	93
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	" "	1873	....	1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	" "	1872	....
Louisville Loan (Jefferson R.R.).....	74,000	6	" "	" "	1882	....	Lewey's Island (S. C. & P.):						
Joliet and Chicago (C. & Alton):							1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	106	Little Miami & Colum. & Xenia:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1870	....
Junction (Cin. & Indianapolis):							1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	" "	1905	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....	1st Mortgage ( " ).....	433,000	6	" "	" "	1905	....
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	" "	1884	....	Little Rock and Fort Smith:						
Junction, Philadelphia:							1st Mortgage for \$3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Little Rock, Pine Bluff & N. O.:						
2d Mortgage.....	300,000	6	April & Oct.	" "	1900	90	1st Mortgage.....gold	.....	7*	" "	New York.	1889	....
Junction and Breakwater:							Little Schuylkill (P. & Rdg.):						
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Kalam., Alleg. & Gr. R. (LS & MSO.):							Logansport, Crawf. & S'wain Ind.:						
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	95	1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Kalamazoo, & S. Haven (M. Cen.):							Long Branch and Sea Shore:						
1st Mortgage, guaranteed.....	640,000	8	May & Nov.	New York.	1889	104	1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Kalam. & Three Riv. (L.S. & M.S.):							Long Island:						
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	....
Kalam. & W. Pigeon (L.S. & M.S.):							1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Glen Cove Br.).....	150,000	6	May & Ncv.	" "	1893	....
Kansas City and Santa Fe:							General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....	Louisville & Miss. Riv. (Ch. & Al):						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
1st Mortgage (consolid.) 264 m.....	687,000	8	March & Sept.	N.Y. & Bos'n.	1890	....	Louisville, Cin. & Lexington:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....	1st Mortgage (Cincinnati Br.).....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mort. ( " ).....	150,000	10	" "	" "	1872	....	2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	....	1st Mort. (Lo. & Frankfort Br.).....	82,000	6	Jan. & July.	" "	1871-80	....
2d Mort. ( " ).....	539,500	8	June & Dec.	" "	1874	....	Louisv. Loan ( " ).....	100,000	6	" "	" "	1881	....
1st Mort. (Mo. Valley 61 m.).	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mort. (Lex. & Frankfort).....	25,000	6	" "	" "	1874	....
1st Mort. ( " ).....	1,500,000	7	" "	" "	1893	....	Louisville and Nashville:						
Kansas Pacific (U. Pac. E. D.):							1st Mortgage (Main Stem) 1858.....	1,285,000	7	Jan. & July.	New York.	1877	....
1st Mort. on R.R. 140 m.....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Louisville Loan (Main Stem).....	849,000	6	April & Oct.	" "	1867-87	....
1st Mort. on R.R. 254 m.....gold	4,063,000	6*	June & Dec.	" "	1896	....	Louisville Loan (Lebanon Br.).....	225,000	6	May & Nov.	" "	1887	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....	1st Mortgage (Memphis Br.).....	197,000	7	" "	" "	1871-75	....
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	" "	1871-76	....	1st Mortgage (Bardstown Br.).....	1,000	7	Jan. & July.	" "	1870	....
1st M. on R.R. 245 m. & 3,000,000 a.	6,500,000	7	May & Nov.	" "	1899	....	1st Mort. (Lebanon Br. Ext.).....	88,000	7	May & Nov.	" "	1880-85	....
1st M. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	" "	1880	....	Louisville Loan (Leb. Br. Ext.).....	333,000	6	April & Oct.	" "	1893	....
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	" "	" "	95-97	....	Consolid. mort. of April 1, 1868.....	5,500,000	7	" "	" "	1898	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....	Lowell & Lawrence (B. & L.):						
Kent County (Del.):							1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....	Macon and Brunswick:						
Kentucky Central (Cov. & Lex.):							1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	1877-90	....
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....	3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	" "	1900	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	" "	1885	....	Equipment Mortgage.....	150,000	....	....	....	....	....
Keokuk, Iowa City and Minn.:							Macon and Western:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....	Madison and Portage:						
Keokuk and St. Paul (C.B. & Q.):							1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	....	Maine Central:						
Lackawanna and Bloomsburg:							Loan of 1860-61 (A. & Ken.).....	1,100,000	6	Feb. & Aug.	Boston.	1890-91	....
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	" "	1871	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	" "	1898	....
2d Mortgage.....	500,000	7	April & Oct.	" "	1880	....	Mort. (Ext.) for \$500,000.....gold	112,000	6*	April & Oct.	" "	1900	....
2d Mortgage (Extension).....	200,000	7	May & Nov.	" "	1890	....	1st Mort. (Bto P. & Ken. exch. 7s)	577,000	6	" "	" "	1872	....
Income Mortgage.....	200,000	10	Jan. & July.	" "	1871	....	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	" "	1870	....
Income Mortgage.....	79,335	7	April & Oct.	" "	1871	....	Mansfield & Framingham (B.C. & F.):						
La C. Trempe & Pres. (C. & N.W.):							1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	91
1st Mortgage, guaranteed.....	800,000	7	" "	New York.	....	....	Marietta and Cincinnati:						
Lafayette, Bloomington & Miss.:							1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage.....	1,300,000	8	" "	New York.	....	....	1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	96
Lafayette, Muncie & Blooming.:							2d Mortgage.....	2,500,000	7	May & Nov.	" "	1896	85
1st Mortgage.....	1,500,000	8	" "	New York.	....	....	3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	" "	1890	79
Lake Erie and Louisville:							1st Mort. (Scioto & Hocking).....	300,000	7	May & Nov.	New York.	1896	....
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	Baltimore Loan to Union R. R.:	20,000	7	....	Baltimore.	....	....
Lake Shore & Michigan So.:							Marietta and Pittsburg:						
Sunbury B'ds (CP & ARR 95 1/2 m)	500,000	7	Jan. & July.	New York.	1874	....	1st Mort. of Aug. 1, 1869.....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Regis. Bonds ( " ).....	1,000,000	7	" "	" "	1880	....	Marquette and Ontonagon:						
3d Mortgage ( " ).....	1,000,000	7	April & Oct.	" "	1892	....	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	94	Maryland and Delaware:						
S. Fund Bonds (LS & MS 01,013 m)	2,000,000	7	" "	" "	1879	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50
Consol. M. reg. ( " ).....	597,000	7	J. A. J. & O.	" "	1900	....	2d Mortgage.....	150,000	6	June & Dec.	" "	1889	....
Consol. M. coup. ( " ).....	63,000	7	Jan. & July.	" "	1900	....	Memphis and Charleston:						
1st Mort. (M.S. & N. In. RR. 521 m)	5,256,000	7	May & Nov.	" "	1885	100	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mort. ( " ).....	2,693,000	7	" "	" "	1877	98	2d Mortgage.....	1,000,000	7	Jan. & July.	" "	1885	....
1st Mort. (Junc. R.R. 49 1/2 m.)...	115,000	7	June & Dec.	" "	1872	....	Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
S. Fund (Clev. & Tol. R.R. 162 1/2 m)	2,014,000	7	Jan. & July.	" "	1885	....	Memphis and Little Rock:						
M. of 66 ( " ).....	864,000	7	April & Oct.</										

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	....
Mifflin & Centre Co. (Pa. R. R.):							Newark, Somerset & Straitsville:						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
2d Mortgage, ".....	10,500	7	Jan. & Dec.	"	1898	....	New Brunswick and Canada:						
Mil. & Prairie du Chien (M&StP):							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Erie):						
2d Mortgage, ".....	1,315,000	7.3	"	"	1898	....	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	91 1/2	1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer)...	792,000	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.)...	3,792,000	7	Jan. & July.	"	1897	93 1/2	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.).....	208,000	7	"	"	1898	....	New Haven and Darby:						
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1898	90	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	105 1/2	New H., Middle'n & Williman:						
2d Mortgage (P. du C. Div.).....	1,315,000	7.3	"	"	1898	94	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1880	....
Income Mortgage.....	20,000	7	April & Oct.	"	1884	90 1/2	2d Mortgage for \$1,500,000.....	400,000	6	Jan. & July.	"	1891	....
Milwaukee City Loan.....	234,000	7	Jan. & July.	"	1873	....	New H. & Northampton (Canal):						
Milwaukee and Western bonds.....	247,000	7	March & Sept.	"	1891	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Real Estate Purchase.....	148,500	7	Jan. & July.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Incumbrances assumed.....	36,073	7	various.	"	....	....	New Jersey (Pennsylvania):						
Mineral Point:							1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	2d Loan.....	450,000	6	"	"	1878	....
Minnesota and North Western:							3d (State Loan).....	10,000	6	"	"	1887	....
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1896	....	New Jersey Midland (N.Y. & O.M.):						
Mississippi Central:							1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....	2d Mortgage.....currency	400,000	7	"	"	1891	....
2d Mortgage ( " ).....	2,000,000	8	Feb. & Aug.	"	1876	....	New Jersey Southern:						
1st Mort. (Miss. Cen. & Tenn.)...	25,000	6	April & Oct.	"	1863	....	1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	75
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	"	1892	....	1st Mortgage (Tom's Riv. Br.)...	120,000	6	Feb. & Aug.	"	1890	....
Mississippi, Ouachita & Red Riv:							New Jersey West Line:						
1st Mortgage.....gold	12,000pm	7*	"	New York.	1900	....	1st Mort. for \$3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
Land Mort. (257,000 acres).....gold	1,000,000	7*	"	"	1900	....	New London Northern:						
Arkansas State Loan.....	10,000pm	7	"	"	1900	48	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Mississippi and Tennessee:							1st Mortgage, Extended.....	3,000,000	7	March & Sept.	"	1885	....
1st Mortgage of April 1, 1866.....	600,000	7	April & Oct.	New York.	1876	....	Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
Consolidated Mortgage of 1866...	1,179,500	8	March & Sept.	"	'81-'93	....	New O., Baton Rouge & Vicksburg:						
Mississippi River:							1st Mortgage.....gold	12,500pm	8*	"	New York.	1910	....
1st Mortgage.....	17,000pm	7	"	New York.	....	....	2d Mort. endor. by Louis.....gold	12,500pm	8*	"	"	1910	....
Mississippi, Iowa & Nebraska:							N. Orleans, Jackson & Gt. North.						
1st Mort. of June 1, 1870.....gold	.....	7*	June & Dec.	New York.	1910	....	1st Mortgage of July 1, 1856, gold	3,000,000	8*	Jan. & July.	London & N.Y.	1886	....
Missouri, Kansas and Texas:							2d Mortgage of Oct. 1, 1860, gold	1,500,000	8*	April & Oct.	New York.	1890	....
1st M. R.R. & land (U.P.S. Br.) S.F.	4,145,000	6	Jan. & July.	New York.	1899	....	Income Mortgage of 1870.....gold	2,000,000	7*	"	New Orleans.	1890	....
1st M. (Tebos & Neshos) S.F., gold	2,000,000	7*	June & Dec.	"	1903	....	City Extension Mort.....gold	1,000,000	7*	"	"	1890	....
Consol. L.G. S.F. (\$14,000,000) gold	1,605,000	7*	Feb. & Aug.	"	1904	....	New Orleans, Mobile and Texas:						
Missouri River, Ft. Scott & Gulf:							1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	99	1st Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	New York.	1915	....
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	"	1890	100	2d Mortgage on 227 miles.....cur.	12,500pm	8	"	"	1915	....
Missouri Valley (K.U.S. J. & C.B.):							New Orleans and Selma:						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mortgage ".....	1,000,000	7*	"	"	1893	....	New York and Boston:						
Mobile & Alabama Grand Trunk:							1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	New York Central:						
Mobile Lo'n \$1,500,000 end. by Co.	1,500,000	8	"	"	....	....	Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	93
Mobile and Girard:							Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	102
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for B. & N. Falls R.R. S't.	76,000	6	Feb. & Aug.	"	1883	....
2d Mortgage, endorsed by Ala.....	300,000	7	"	"	....	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	91
Plain Bonds.....	33,500	7	"	Mobile.	....	....	Bonds for real estate.....	162,000	6	"	"	1883	....
Mobile and Montgomery:							Bonds and mortgages for R. E. ....	22,800	7	various.	"	var.	....
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	....
Mobile and Ohio:							Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	94
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	1st Mort. (Hudson Riv. R.R.).....	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage.....Sterling	.....	6*	"	London.	1882	....	2d Mort. ( " " " ) S. F.	1,891,000	7	June & Dec.	"	1885	....
Interest bonds (10 years).....	803,700	8	"	New York.	1878	....	3d Mort. ( " " " )	180,000	7	May & Nov.	"	1875	....
Interest bonds 2d issue.....	377,900	8	"	"	1883	....	Conv. B'de ( " " " )	8,000	7	"	"	1867	....
Interest bonds sterling.....	755,400	6*	"	London.	1883	....	New York and Fort Lee (Erie):						
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Montgomery & Erie (Erie):							New York & Flushing (F. & N.S.):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	135,000	7	"	New York.	1876	....
Montgomery and Eufala:							New York and Harlem:						
1st Mortgage of 1866, endorsed...	640,000	8	March & Sept.	New York.	1886	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	102
1st Mortgage of 1870, endorsed...	300,000	....	June & Dec.	"	1900	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
Montgomery & West Point (Wtn)							Consolidated mortgage of 1863...	1,767,000	6	Feb. & Aug.	"	1893	93
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....	Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
1st Mortgage.....	450,000	8	"	"	18.0	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1872	....
1st Mortgage.....	298,000	8	"	"	1876	....	N. York, Housatonic & Northern:						
2d Mortgage.....	254,000	8	"	"	1881	....	1st Mortgage.....	141,500	7	"	New York.	1880	....
Income Mortgage.....	594,000	8	various.	Montgomery.	var.	....	New York and New Haven:						
Montreal & Champlain:							1st Mortgage.....	1,050,500	6	April & Oct.	New York.	1875	97
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....	New York & Oswego Midland:						
2d Mortgage.....	370,000	8	"	New York.	1879	....	1st Mort. for \$8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
Morris and Essex:							New York, Providence & Boston:						
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	104	1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	99	1st Mortgage.....	80,000	6	"	"	1878	....
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	Consol. Mort. for \$1,000,000.....	512,000	7	Jan. & July.	"	1899	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	93 1/2	Niles and New Lisbon:						
Muscatine (South-Western):							1st Mortgage.....	500,000	7	"	Philadelphia.	1889	....
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....	Norfolk County (B. H. & Erie):						
Nashville and Chattanooga:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage, endorsed by Tenn.	1,544,000	6	Jan. & July.	New York.	1890	....	Norfolk & Petersburg (A.M. & O.):						
1st Mortgage not endorsed.....	23,000	6	"	"	1890	....	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
Tenn. State Loan.....	150,000	6	"	"	1892	....	1st Mortgage.....	396,000	8	"	"	1877	....
Tenn. State Loan (Jasper Br.)...	245,000	6	"	"	1900	....	2d Mortgage for \$500,000.....	416,000	8	"	Norfolk.	1893	....
Nashville and Decatur:							North Carolina:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July.	New York.	1892	....	Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
2d Mortgage.....	500,000	6	"	"	1870	....	Mortgage Bonds.....	193,500	8	"	"	1877	....
Income Bonds (Tenn. and Ala.)...	200,000	10	April & Oct.	"	1887	....	Mortgage Bonds.....	209,000	8	"	"	1888	....
Consols for \$2,100,000 at 70c gold	.....	7	"	"	1901	....	North Eastern:						
National (N. Jersey):							1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
1st Mortgage for \$7,200,000.....	.....	7	"	New York.	1901	....	2d Mortgage.....	69,500	7	"	"	1868	....
Naugatuck:							General Mortgage 1st Preference	773,000	7	"	"	1899	....
1st Mortgage of 1856.....	120,500	7	Jan. & July.	Bridgeport.	1876	....	General Mortgage 2d Preference	141,500	7	"	"	1899	....
							Funded Interest.....	117,495	7	"	"	1875	....



An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:							Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	85	1st Mortgage, guaranteed	\$375,000	7	Jan. & July.	New York.	1890	...
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	"	1888	...	Peninsula (C. & N. W.):	855,000	7	March & Sept.	New York.	1898	95
3d M. of Oct. 1869 (7 p.c. after 5 yrs)	3,000,000	10	"	"	1888	...	1st Mortgage, guaranteed	1,800,000	7*	May & Nov.	New York.	1899	...
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	99 1/2	1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	93 1/2
Chattel Mortgage	350,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:	1,500,000	7	"	"	1906	...
2d Mortgage	1,240,000	7	May & Nov.	"	1896	95 1/2	1st Mortgage	1,500,000	7	"	"	1906	...
Northern Central:							Penobscot and Kennebec (M. C.):	577,000	6	April & Oct.	Bangor.	1872	...
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	...	1st Mortgage (Bangor Loan)	169,500	6	Feb. & Aug.	Boston.	1870	...
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	93	2d Mortgage	600,000	8	Jan. & July.	New York.	1877	...
3d Mortgage	1,235,000	6	April & Oct.	"	1900	89	Peoria & Bureau Val (C.R.I. & P.):	600,000	8	Jan. & July.	New York.	1877	...
3 1/2 Mortgage (York & Cumb. RR)	500,000	6*	Jan. & July.	"	1877	...	1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	...
Consol. Mort. of July 1868	2,019,000	6*	"	"	1890	92	Peoria & Hannibal (C. B. & Q.):	600,000	8	Jan. & July.	Boston.	1878	...
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	...	1st Mortgage, tax free	600,000	8	Jan. & July.	New York.	1877	...
Northern New Hampshire:							Peoria, Pekin and Jacksonville:	1,000,000	7	Jan. & July.	New York.	1894	...
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	...	2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	...
Northern New Jersey (Erie):							Peoria and Rock Island:	1,500,000	7*	April & Oct.	New York.	1900	...
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	...	1st Mortgage	...	...	...	...	...	...
Northern Pacific:							Perkiomen (Phila. & Rdp):	610,200	6	April & Oct.	Philadelphia.	1897	70
1st Mort. on R.R. & lands... gold	50,000pm	7.3	Jan. & July.	New York.	1900	...	1st Mortgage	...	...	...	...	...	...
North Western Virginia:							Perth Amboy and Woodbridge:	100,000	6	"	New York.	1886	...
2d Mortgage (assumed B. & O.)	458,500	6	Jan. & July.	Baltimore.	1873	...	1st Mortgage, guaranteed	...	...	...	...	...	...
3d Mortgage ("")	140,000	6	"	"	1885	90 1/2	Petersburg:	3,094	6	Jan. & July.	New York.	1871	...
Norwich and Worcester:							Mortgage Bonds	26,500	7	"	"	1865	...
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	...	Mortgage Bonds	266,500	8	"	"	79-98	...
Plain bonds	59,000	7	June & Dec.	"	1874	...	Philadelphia and Baltimore Cent:	800,000	7	Jan. & July.	Philadelphia.	1879	...
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	...	1st Mortgage (Penn. Div.)	300,000	6	"	"	1891	...
Construction bonds	250,000	7	Jan. & Aug.	"	1877	...	1st Mortgage (Md. Div.)	5,000,000	6 1/2	March & Sept.	Philadelphia.	1881	...
New bonds of 1870	22,000	7	"	"	1890	...	Philadelphia and Erie (Penn.):	3,000,000	7	Jan. & July.	"	1888	...
NYack and Northern:							1st Mortgage	3,598,000	6 1/2	"	"	1920	...
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	...	2d Mortgage	1,000,000	6 1/2	April & Oct.	"	1877	101
Oakland & Ottawa (D. & M.):							3d Mortgage	25,400	6	Jan. & July.	Philadelphia.	1892	...
1st Mortgage (assumed) sterling	150,887	6*	May & Nov.	London.	1873	...	1st Mortgage (Sunbury & Erie)	2,700,000	7	April & Oct.	"	1880	100
1st Mortgage ("") dollar	51,000	7	"	New York.	1873	...	Philadelphia, Germant. & Norist:	25,400	6	Jan. & July.	Philadelphia.	1892	...
Ogdensburg and Lake Champlain:							1st Mort. Convertible...	...	...	...	...	...	...
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	...	Philadelphia and Reading:	100,000	6	Jan. & July.	Philadelphia.	1871	...
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	...	Debenture Loan of 1861	1,121,000	6	"	"	1863	83
Equipment mortgage of 1868-69	500,000	8	Jan. & July.	"	1879	102	Debenture Loan of 1868	2,625,000	7	"	"	1880	...
Ohio and Mississippi:							Debenture Loan of 1870	143,500	6	"	"	1886	...
1st Mortgage (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	100	Mortgage Loan of 1857, conv.	1,521,000	6	"	"	1880	92
1st Mortgage (W. Div.)	850,000	7	"	"	1872	...	Mort. Loans of 1843-44-48 & 49	2,700,000	7	April & Oct.	"	1880	100
2d Mortgage (W. Div.) conv.	534,000	7	"	"	1874	...	Mortgage Loan of 1836	182,400	5*	Jan. & July.	London.	1883	...
Income Mort. (W. Div.)	221,500	7	April & Oct.	"	1882	...	Sterling Loan of 1836	976,800	6*	"	"	1880	...
Funded Debt Mort. (W. Div.)	16,500	7	"	"	1882	...	Sterling Loan of 1836	288,000	7*	"	"	72-77	...
Consolidated Mort. (Sterling)	2,761,000	7	Jan. & July.	"	1898	94	Philadelphia, Wilmington & Balt:	349,000	6	Jan. & July.	Philadelphia.	1884	...
Consolidated Mort. (sterling)	101,850	7	"	London.	1898	...	Mortgage, convertible	600,000	6	April & Oct.	"	1871	...
Oil Creek and Allegheny River:							Plain Bonds	400,000	6	"	"	1876	...
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	85	Plain Bonds	1,000,000	6	"	"	1887	...
1st Mortgage	550,000	7	April & Oct.	"	1882	...	Plain Bonds	...	...	...	...	...	...
1st Mortgage	200,000	7	June & Dec.	"	1871	...	Plain Bonds	...	...	...	...	...	...
2d Mortgage	71,000	7	May & Nov.	"	1871	...	Plain Bonds	...	...	...	...	...	...
Consolidated Mortgage	819,000	7	"	"	1888	...	Plain Bonds	...	...	...	...	...	...
Old Colony and Newport:							Plain Bonds	...	...	...	...	...	...
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	104 1/2	Plain Bonds	...	...	...	...	...	...
Plain Bonds	1,000	6	March & Sept.	"	1874	96 1/2	Plain Bonds	...	...	...	...	...	...
Plain Bonds	485,000	6	April & Oct.	"	1875	...	Plain Bonds	...	...	...	...	...	...
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94 1/2	Plain Bonds	...	...	...	...	...	...
Plain Bonds	34,000	6	"	"	1884	...	Plain Bonds	...	...	...	...	...	...
Omaha and Southwestern:							Plain Bonds	...	...	...	...	...	...
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	...	Plain Bonds	...	...	...	...	...	...
Orange, Alexandria & Manassas:							Plain Bonds	...	...	...	...	...	...
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88	Plain Bonds	...	...	...	...	...	...
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	90	Plain Bonds	...	...	...	...	...	...
3d Mort. "	598,000	8	May & Nov.	Richmond.	1873	90	Plain Bonds	...	...	...	...	...	...
4th Mort. "	574,000	8	March & Sept.	Alexandria.	1880	81	Plain Bonds	...	...	...	...	...	...
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	79	Plain Bonds	...	...	...	...	...	...
Va. State Loan	249,962	7	"	"	1893	...	Plain Bonds	...	...	...	...	...	...
Osaage Valley & Southern Kansas:							Plain Bonds	...	...	...	...	...	...
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	...	Plain Bonds	...	...	...	...	...	...
Oswego and Rome (B.W. & O.):							Plain Bonds	...	...	...	...	...	...
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	...	Plain Bonds	...	...	...	...	...	...
Income Mortgage guar.	112,100	6	Feb. & Aug.	"	1891	...	Plain Bonds	...	...	...	...	...	...
Oswego and Syracuse (D.L. & W.):							Plain Bonds	...	...	...	...	...	...
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	70-80	...	Plain Bonds	...	...	...	...	...	...
2d Mortgage, guaranteed	375,000	7	"	"	1885	...	Plain Bonds	...	...	...	...	...	...
Ottawa, Oaw. & Fox R.V. (CR & Q):							Plain Bonds	...	...	...	...	...	...
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	...	Plain Bonds	...	...	...	...	...	...
Owensboro' and Russellville:							Plain Bonds	...	...	...	...	...	...
1st Mortgage	200,000	6	April & Oct.	New York.	1886	...	Plain Bonds	...	...	...	...	...	...
Pacific of Mo.:							Plain Bonds	...	...	...	...	...	...
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	...	Plain Bonds	...	...	...	...	...	...
1st Mortgage... gold	7,000,000	6*	Jan. & July.	"	1880	101	Plain Bonds	...	...	...	...	...	...
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	...	Plain Bonds	...	...	...	...	...	...
St. Louis County Loan	700,800	6	Feb. & Aug.	"	71-73	...	Plain Bonds	...	...	...	...	...	...
Panama:							Plain Bonds	...	...	...	...	...	...
Sterling Bonds £152,775 at 4.85.	740,959	7*	Feb. & Aug.	London.	1872	...	Plain Bonds	...	...	...	...	...	...
Sterling Bonds £19,350 at 4.85.	83,847	7*	April & Oct.	"	1875	...	Plain Bonds	...	...	...	...	...	...
Sterling Bonds £597,800 at 4.85.	3,869,330	7*	"	"	1897	...	Plain Bonds	...	...	...	...	...	...
Paterson and Newark (Erie):							Plain Bonds	...	...	...	...	...	...
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	...	Plain Bonds	...	...	...	...	...	...
Paterson and Ramapo (Erie):							Plain Bonds	...	...	...	...	...	...
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	...	Plain Bonds	...	...	...	...	...	...
Pekin, Junc. & Decatur (TW & W):							Plain Bonds	...	...	...	...	...	...
1st Mortgage	16,000pm	7*	Feb. & Aug.	New York.	1901	...	Plain Bonds	...	...	...	...	...	...
Pemberton & Hightstown (C & A):							Plain Bonds	...	...	...	...	...	...
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	...	Plain Bonds	...	...	...	...	...	...
Pennsylvania:							Plain Bonds	...	...	...	...	...	...
1st Mort.	4,972,000	6	Jan. & July.	Philadelphia.	1880	99 1/2	Plain Bonds	...	...	...	...	...	...
2d Mort. Harrisb. to Pittab.	2,594,000	6	April & Oct.	"	1875	102 1/2	Plain Bonds	...	...	...	...	...	...
2d Mort. etc.	2,282,840	6*	"	London.	1875	...	Plain Bonds	...	...	...	...	...	...
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	91 1/2	Plain Bonds	...	...	...	...	...	...
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	71-90	...	Plain Bonds	...	...	...	...	...	...
Debentures or Short Bonds	1,109,224	6	J. A. J. & O.	Philadelphia.	1871	...	Plain Bonds	...	...	...	...	...	...
Mortgages and ground rents	102,809	6	various.	"	var.	...	Plain Bonds	...	...	...	...	...	...

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882		1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889	
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884		Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.	1870	
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R.) guar. by S.C.	245,745	7	"	"	1889	
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873		Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880		1st Mort. guar. by Ala.....gold	16,000pm	5*	May & Nov.	New York.	1890	
3d Mortgage.....	150,000	7	"	"	1887		Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed.	400,000	7	March & Sept.	"	1886		1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	
1st Mort. (T. & S. R.) assumed.	500,000	7	May & Nov.	"	1890		Schuykill and Susquehanna:						
1st Mortgage (G.F. Br.) assumed.	125,000	7	Jan. & July.	"	1894		1st Mortgage, May 1, 1866.....	97,000	6	May & Nov.	Philadelphia.	1876	
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1880		1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1886	
1st Mortgage guar. by Va.....	158,100	6	"	"	1875		Seaboard and Roanoke:						
Consolidated, Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	80 1/2		1st Mortgage.....	210,000	7	"	Philadelphia.	1800	
4th Mortgage.....	64,500	6	Feb. & Aug.	Richmond.	73-75		Selma and Gulf:						
Bonds to Roanoke Val. R.R. Co.	129,600	6	"	"	71-76		1st Mortgage, guar. by Ala.....gold	16,000pm	8*	"	New York.	1890	
Rich., Frederickburg & Potomac:							Selma, Marion and Memphis:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875		1st Mortgage, guar. by Ala.....gold	16,000pm	8*	March & Sept.	New York.	1889	
Dollar Bonds.....	124,489	6	"	Richmond.	var		Selma and Meridian:						
Dollar Bonds.....	274,228	7	"	"	var		1st Mortgage (3d series).....	796,850	6	various.	"	var	
Richmond and Petersburg:							Selma, Rome and Dalton:						
Mortgage (old) various.....	151,290	var	various.	N. Y. & Rich.	var		1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	72-80		2d Mortgage.....	6,000,000	7	"	"		
Richmond and York River:							Shamokin Valley & Pottsville (N.C.):						
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898		1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	
Roanoke Valley (R. & Dan.):							Sheboygan and Fond du Lac:						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	71-76		1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	
Rochester & Genesee Val. (Erie):							Shenandoah and Allegheny:						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876		1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889	
Rockford, R. Island & St. Louis:							Shore Line (N. Y. & N. H.):						
1st Mortgage, conv. S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919		1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	
Rocky River:							Sioux City and Pacific:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873		1st Mortgage Jan. 1, 1868....gold	1,628,000	6*	Jan. & July.	New York.	1898	
Rome, Watertown & Ogdensburg:							2d Mortgage (U.S. subsidy)....cur	1,628,320	6	"	"	1898	
1st Mortgage (general) skg fund	632,500	7	June & Dec.	New York.	1891		Sioux City and St. Paul:						
1st Mort. (W. & R.) skg fund.....	796,900	7	March & Sept.	"	1880		1st Mortgage, L. G. tax free....	14,000pm	7	"	New York.		
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	"	72-74		Somerset (Me. Central):						
Rondout and Owego:							1st Mortgage, June 1, 1871....gold	450,000	7	June & Dec.	Boston.	1891	
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90	South Carolina:						
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	78-88	
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880	58 1/2	Domestic Bonds (H) 1886-87....	306,500	7	April & Oct.	Charleston.	71-72	
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	98 1/2	Domestic Bonds (G) 1882-87....	342,500	6	Jan. & July.	"	73-74	
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868....	1,272,000	7	April & Oct.	"	88-91	
1st Mort. conv. into pref. stock....	70,000	7	Feb. & Aug.	Boston.	1863		Domestic Bonds (special) Sep. 66	76,000	6	Jan. & July.	"	80-92	
2d Mort. conv. into com. stock....	67,000	7	"	"	1863		Real Estate Mortgage.....	80,733	7	various.	"	71-81	
Saint Croix and Penobscot:							Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	82-88	
1st Mort. (Cal. & Baring R.R.)....	95,200	6	Jan. & July.	Calais, Me.	1879		South Georgia & Florida (A. & G.):						
2d Mort. ( " ).....	130,000	6	June & Dec.	"	1876		1st Mort. assumed by Atl. & Gulf	464,000	7	"	New York.	1890	
Calais Loan to Lewey's Isl. R.R.							2d Mort. " " " " " "	200,000	7	"	"	1890	
St. Joseph & C.B. (K.C. St. J. & C.B.):							South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892		1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	
2d Mortgage ( " ).....	339,500	8	June & Dec.	"	1874		2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	
St. Joseph & Den. C. (E.D. 112m.):							South and North Alabama:						
1st Mort. of Aug. 14, 1869 free....	1,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1899	102	1st Mort., endor. by Ala., tax free	22,000pm	8*	Jan. & July.	New York.	1890	
St. Joseph & Den. C. (W.D. 160m.):							South Pacific (Atl. & Pac.):						
1st M. RR. lands of M'y 14, 70, free	5,500,000	8*	Feb. & Aug.	N.Y. L'n & Fk.	1900	97 1/2	1st Mort. assumed by A. & P....	7,250,000	6*	Jan. & July.	New York.	1888	
St. Lawrence & Industry (Can.):							South Shore (Mass.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887		1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	
St. Louis, Alton and Terre Haute:							South Side (L. L.):						
1st Mortgage (Series A) skg f.d.	1,100,000	7	Jan. & July.	New York.	1894	98 1/2	1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	
1st Mortgage (Series B) skg f.d.	1,100,000	7	April & Oct.	"	1894		South Side, Va. (A.M. & O.):						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	86	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	84-90	
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894		1st Mort., consol. 2d pref.....	619,300	6	"	"	84-90	
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	77	4th Mortgage, consol. 3d pref....	458,100	6	"	"	84-90	
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894		Va. State Loan (net).....	708,102	6	"	"	long	
St. Louis, Coun. Bluffs & Omaha:							Southern Central:						
1st Mortgage, guaranteed.....gold	16,000pm	7*	Jan. & July.	New York.	1901		1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	
St. Louis and Iron Mountain:							Southern Iowa and Cedar Rapids:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	90	1st Mortgage.....gold	1,500,000	7*	May & Nov.	New York.	1900	
St. Louis, Jacksonville & Chicago:							Southern Minnesota:						
1st Mortgage of Mar. 1, 1864.....	2,365,000	7	April & Oct.	New York.	1894	94	1st Mort., Apr. 1, 1868 tax free....	20,000pm	7	April & Oct.	New York.	1888	
2d Mortgage of May 1, 1868.....	300,000	7	Jan. & July.	"	1898		Southern (Cal.) Pacific:						
St. Louis, Lawr. & Den. (Pacific):							1st Mortgage for \$28,000,000 gold		6*	Jan. & July.	New York.	1901	
1st Mortgage, guaranteed.....gold	1,020,000	6*	Jan. & July.	New York.	1901		Southern Pennsylvania:						
St. Louis and Santa Fe:							1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891		2d Mort. Sept. 1, 1870.....gold	80,000	7*	"	"	1880	
St. Louis and South Eastern:							South Western (Con. of Ga.):						
1st Mort. skg fund conv.....gold	3,220,000	7*	May & Nov.	New York.	94-96		Mortgage Bonds, various.....	399,000	7	various.	Macon.	77-80	
St. Louis and St. Joseph (N. Mo.):							Mortgage Bonds, Muscogee R.R.	300,500	7	"	"		
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6*	May & Nov.	New York.	1893		Spartanburg and Union:						
St. Louis, Van. & T. H. (T.H. & I.):							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.		
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897		1st Mortgage not endorsed.....	198,370	7	"	"		
2d Mortgage, S. F., guaranteed.	2,600,000	7	April & Oct.	"	1887		Springfield & Illinois S. Eastern:						
St. Paul and Chicago (M. & St. P.):							1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	"	1900		Staten Island:						
St. Paul and Pacific 1st Division:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892		Sterling Mountain:						
1st Mort. (St. Paul to Wab. 80 m.)	700,000	7	Jan. & July.	"	1892		1st Mortgage.....	850,000	7	"	New York.	1874	
Land Grant & 2d Mort. (80 m.):	1,200,000	7	June & Dec.	"	1892		Sullivan (Verm. Central):						
General Mort. R.R. & L. \$2,020,000							1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875	
General Mort., R. R. & Lands stg.	780,000	7*	"	London.			2d Mortgage, extended.....	250,000	6	Feb. & Aug.	"	1880	
1st M. (W. Line & L.) for \$3,000,000							Sullivan and Erie:						
2d M. (W. Line & L.) for \$9,000,000							1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.	1886	
St. Paul and Sioux City:							Summit Branch:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York.			1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875	
Salem (W. Jer.):							Sussex:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878		1st Mortgage.....	200,000	6	"	New York.		
Salem and Lowell (B. & L.):							Swedesboro (W. Jer.):						
1st Mortgage guar.....	226,900	6	Feb. & Aug.	Boston.	1878		1st Mortgage, guaranteed.....	171,000	6	"	Camden.		
Sand., Mansfield & Newark (B. & O.):							Syracuse, Bing. & N.Y. (DL & W):						
1st Mortgage guar. by B. & O....	2,307,000	7	Jan. & July.	Baltimore.	1909		1st Mortgage.....	1,695,825	7	April & Oct.	New York.	1877	
Saratoga & Whitehall (R. & S.):							Tebos and Neosho (M. K. & T.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886		1st Mort. assumed by M.K. & T.	2,000,000	7*	June & Dec.	New York.	1903	
Savannah, Griffin & North Ala.:							Terre Haute & Indianapolis:						
1st Mort. of Jan. 1, 1871 on 44 m.	150,000	7	Jan. & July.	New York.	1891		1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	



## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Tioga:							Western Union (M. & St. P.):						
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	1st Mortgage for \$5,000,000 .....	\$3,275,000	7	Feb. & Aug.	New York.	1896	....
Toledo, Peoria and Warsaw:							West Jersey:						
1st Mortgage (E. Div.) .....	1,000,000	7	June & Dec.	New York.	1894	90½	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage (W. Div.) .....	1,800,000	7	Feb. & Aug.	"	1896	88	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	90½
2d Mortgage (W. Div.) .....	1,300,000	7	April & Oct.	"	1886	78	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	100½
Equipment sinking fund .....	406,000	8	Jan. & July.	"	1879	....	West Shore Hudson River:						
Toledo, Wabash and Western:							1st Mortgage.....	676,300	7	— & —	New York.	....	....
1st Mort. (Tol. & Ill. 75 m.)....	900,000	7	Feb. & Aug.	New York.	1890	92	West Wisconsin:						
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	1st M. L. G., stg. conv. £800,000.	4,000,000	7½	Jan. & July.	N.Y. or Lond.	1885	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	90	Wicomico and Pocomoke:						
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	....
Equipment Bonds (T. & W. 75m.)	600,000	7	"	"	1883	85½	Williamston and Tarboro:						
Consol. M. (T. W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	"	1907	83½	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.	1900	....
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	85	Wilm., Charlotte & Rutherford:						
Troy and Boston:							1st mortgage.....	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	'87-'97	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	Wilmington and Reading:						
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	95½
Convertible Bonds.....	648,000	7	"	"	1882	....	2d Mortgage.....	262,200	7	Jan. & July.	"	1902	....
Troy, Salem & Rutland (R. & Sar.):							Wilmington and Weldon:						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	....
Troy Union:							Sterling Loan.....	197,777	7	May & Nov.	"	1885	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Sinking Fund Bonds.....	710,000	7½	Jan. & July.	New York.	1896	....
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	Winona & St. Peter (C. & N. W.):						
Union Pacific:							1st Mortgage.....	20,000 pm	7	Jan. & July.	New York.	....	....
1st Mortgage, tax free.....	27,237,000	6½	Jan. & July.	N.Y. & Boston	'95-'99	85½	2d Mortgage.....	12,000 pm	7	May & Nov.	"	....	....
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	74½							
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	77½							
2d Mortgage (U. S. subsidy)....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	....							
Union Pacific—Central Branch:							CANAL BONDS.						
1st Mortgage.....	1,600,000	6½	May & Nov.	New York.	1895	....	Chesapeake and Delaware:						
2d Mortgage (U.S. subsidy)....	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	2,039,180	6	Jan. & July.	Philadelphia.	1886	95½
Union Pacific, E. D. (see K. & T.):							Chesapeake and Ohio:						
Union Pacific, S. Br. (M. K. & T.):							Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
1st M. R. R. 342m. & 1,500,000 acres	4,145,000	6½	Jan. & July.	New York.	1899	....	Sterling, Loan guaranteed .....	4,375,000	6½	"	London.	1890	....
Union and Titusville:							Preferred Bonds.....	1,000,000	6	Jan. & July.	Baltimore.	1886	....
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	Delaware Division (L. C. & W.):						
Utica and Black River:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
1st Mortgage, July 1888 .....	150,000	7	Jan. & July.	New York.	1878	....	Delaware and Hudson:						
Vermont Central:							Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	85	Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	"	1884	....
2d Mortgage.....	1,500,000	7	"	"	1891	36½	Delaware and Raritan (See Cam						
Equip. Loans of 1896-'97.....	1,000,000	8	May & Nov.	"	76-77	100	den and						
Equip. Loans of 1897.....	1,000,000	8	"	"	1889	102½	Erie of Pennsylvania:						
Stamstead, Shefford & Cham. L.	500,000	8	Jan. & July.	"	....	83½	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1865	....
Guar. Stock (Vt. & Ca.) .....	2,000,000	8	June & Dec.	"	....	100	Bonds for interest prior to 1850.	161,960	7	"	"	1873	....
Vermont and Massachusetts:							Lehigh Coal and Navigation:						
1st Mortgage.....	550,000	7	Jan. & July.	Boston.	1883	92	Mortgage Loan.....	5,658,100	6	J. A. J. & O.	Philadelphia.	1884	84½
Convertible tax free, bonds.....	200,000	7	"	"	1879	....	Mortgage Loan.....	2,000,000	6	"	"	1897	91½
Vermont Valley (Vt. Central):							Gold Loan.....	5,000,000	6½	June & Dec.	"	1897	....
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	Gold Loan.....	980,000	6½	"	"	1894	90½
1st Mortgage.....	114,000	6	"	Boston.	1860	....	Convertible Loan.....	1,996,879	6	"	"	1877	80
1st Mortgage.....	293,200	7	"	New York.	1859	....	Monongahela Navigation:						
Vicksburg and Meridian:							1st Mortgage.....	108,000	6	Jan. & July.	Pittsburg.	1887	....
General Mort., 1st series (red)...	\$722,500	7	Jan. & July.	Philadelphia.	1890	....	2d Mortgage.....	7,000	6	"	"	1875	....
" " 2d series (blue).....	850,000	7	"	"	1890	....	Morris and Banking:						
" " 3d series (black).....	154,000	7	"	"	1890	....	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884	....
" " (not endorsed).....	1,273,000	7	April & Oct.	"	1890	....	2d Mortgage.....	285,000	6	"	"	1876	....
Special Loan.....	225,438	8	Jan. & July.	"	1880	....	Boat Loan, sinking fund.....	236,965	7	"	"	1885	....
Vineyard:							Dividend Scrip.....	108,164	7	— & —	"	....	....
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	Pennsylvania:						
Virginia Central see "Chesa. & O."							1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887	....
Virginia & Tennessee (A. M. & O.):							Schuylkill Navigation:						
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	90	1st Mortgage.....	1,751,213	6	March & Sept.	Philadelphia.	1872	78
2d Mortgage.....	4,000	6	"	"	1869	78	2d Mortgage.....	4,006,670	6	Jan. & July.	"	1882	78
3d Mortgage.....	990,000	6	"	"	1884	....	Plain Bonds.....	171,364	6	"	"	1876	81
Income Mortgage.....	113,000	6	"	"	1866	....	Improvement bonds.....	305,500	6	May & Nov.	"	1870	88
4th Mortgage.....	846,000	8	"	"	1900	....	Boat and Car Loan 1863.....	800,000	6	"	"	1888	....
Registered Certificates.....	116,129	8	"	Richmond.	1880	88½	Boat and Car Loan 1864.....	633,650	7	"	"	1889	80
Interest Funding Bonds.....	204,200	8	"	New York.	1880	....	Susquehanna (S. & Tide Water):						
Wallkill Valley (20,000 per mile):							1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894	62
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....	2d Mortgage.....	700,000	6	"	"	1885	....
Ware River (N. & N.):							3d Mortgage stg.....	872,667	6	"	London.	1878	....
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....	Tide Water (Susq. & Tide W.):						
Warren (D. L. & W.):							1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.	1894	....
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	2d Mortgage.....	300,000	6	"	"	1885	....
Warwick Valley (Erie):							3d Mortgage.....	436,333	6	"	London.	1878	....
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	Union:						
Washington and Ohio:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
1st Mortgage 1868 for \$8,000,000.	....	7	May & Nov.	New York.	1898	....	West Branch and Susquehanna:						
Watertown & Rome (R. W. & O.):							1st Mortgage, sinking fund....	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....	2d Mortgage.....	297,000	6	May & Nov.	"	1888	....
Sinking Fund.....	796,900	7	"	"	1880	....	3d Mortgage.....	13,000	6	"	"	1868	....
Westchester and Philadelphia:							Wyoming Valley (Penn.):						
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	....	1st Mortgage, assumed by Pa....	603,000	6	Jan. & July.	Philadelphia.	1878	....
3d Mortgage (8% compromised)...	557,400	6	April & Oct.	"	1878	....							
Western Alabama:							MISCELLANEOUS.						
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....	American Dock & Improvement:						
1st Mortgage (before consolid.)...	600,000	8	"	"	1888	....	1st Mort. guar. by C. R. R. Co....	2,000,000	7	Jan. & July.	New York.	1886	98½
1st Mortgage (M. & W. Point R. R.)	750,000	8	Jan. & July.	"	1881	....	Consolidated (Md.) Coal:						
Western (B. & Albany):							1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1886	....
Sterling Bonds.....	1,619,520	5½	April & Oct.	London.	1871	....	1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Albany Loan (A. & W. Stockbidge)	600,000	6	Jan. & July.	Boston.	1876	....	Long Dock:						
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	99½	Mortgage Bonds, guaranteed ...	2,500,000	7	June & Dec.	New York.	1872	88
Western Maryland:							Mariposa:						
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	79½	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage preferred.....	600,000	6	"	"	1890	61	2d Mortgage.....	2,000,000	7	April & Oct.	"	1881	....
Bonds endorsed by Balt.....	600,000	6	"	"	1890	....	Quicksilver:						
Bonds (July 1, 1870) endor. by B.	1,400,000	6	"	"	1890	92	1st Mortgage.....	500,000	7½	June & Dec.	New York.	1873	....
Western North Carolina (E. D.):							2d Mortgage.....	1,000,000	7½	Jan. & July.	"	1879	....
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890	....	Western Union:						
Western Pennsylvania (Penn.):							1st Mortgage (S. F.) convertible.	4,524,000	7	May & Nov.	New York.	1875	....
1st Mortgage, (E. Div.) guar.....	800,000	6	April & Oct.	Philadelphia.	1893	....	2d Mortgage.....	89,500	7½	Jan. & July.	"	1873	....
1st Mortgage (Pittsb. Div.) guar.	1,000,000	6	Jan. & July.	"	1896	....							





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## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

See asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italic."

Years ending	Railroad.		Rolling Stock.		Property and Assets.			Liabilities.			Railroad Operated.		Operations.		Earnings.		Value of Shares.									
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.		Cars.	Freight.	R. M. E.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.		M.	Trains Moved.	Passengers.	Freight.	Gross.	Net.	Dividends.	Par.	p. c.
31, 1871	21.0		1.0	81.0	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
31, 1870	28.5		38.5	23.0	97	60	23	130	1,038,714	3,394,334	420,337	370,669	2,683,760	2,919,389	1,537,413		355.0									
31, 1870	28.5		38.5	23.0	97	60	23	130	1,038,714	3,394,334	420,337	370,669	2,683,760	2,919,389	1,537,413		355.0									
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31, 1870	28.5		38.5	23.0	97	60	23	130	1,038,714	3,394,334	420,337	370,669	2,683,760	2,919,389	1,537,413		355.0									
31, 1870	28.5		38.5	23.0	97	60	23	130	1,038,714	3,394,334	420,337</															



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## REFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by issuers and thus (†) have equal dividends with lessors' stock.)

COMPANIES.	Amount outstanding.	Rate.	Div'ds	Market Price.
<b>RAILROAD STOCKS:</b>				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	100
Atlantic & St. Lawrence* guar.	2,494,000	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	100
Berkshire, * guaranteed.	600,000	7	7	100
Blossburg and Corning* guar.	250,000	5	5	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	75
Buffalo, N. York and Erie, * guar.	950,000	7	7	74
Camden and Atlantic, pref.	753,995	7	7	70
Catawissa, * pref. and guar.	2,200,000	7	7	69
Cayuga and Susquehanna, * guar.	589,110	9	9	100
Cedar Rapids & Missouri, * preferred and guaranteed.	755,000	7	7	100
Central Ohio, preferred.	400,000	7	7	31
Chemung, * guar.	2,017,815	7	7	82
Cheshire, preferred.	2,425,400	7	7	100
Chicago and Alton, pref.	2,600,000	10	10	114
Chicago and Nebraska, * guar.	2,370,293	7	7	88
Chicago and Northwestern, pref.	2,056,000	7	7	88
Cleveland and Mahoning, * guar.	6,250,000	3	3	100
Cleveland and Toledo, * guar.	177,750	8	8	100
Cochecho, preferred.	1,822,100	6	6	91
Connecticut and Passumpsic Rivers, preferred.	241,900	8	8	114
Cumberland Valley, 1st pref.	242,000	8	8	100
" " 2d pref.	594,261	6	6	100
Delaware, * guaranteed.	1,500,000	6	6	100
Detroit & Milwaukee, * preferred and guaranteed.	1,988,170	7	7	97
Dubuque and Sioux City, * preferred and guaranteed.	330,308	7	7	100
Dubuque Southwestern, pref.	492,500	8	8	100
Eastern (N. H.), * guaranteed.	500,000	5	5	100
Elmira, Jefferson and Canandaigua, * guaranteed.	500,000	5	5	100
Elmira and Williamsport, * guar.	500,000	5	5	100
Elmira and Williamsport, * preferred and guaranteed.	500,000	7	7	88
Erie, preferred.	5,536,910	7	7	60
Evansville and Crawfordsville, pref.	100,000	7	7	100
Hannibal and St. Joseph, pref.	5,078,224	7	7	70
Harrisburg and Lancaster, * guar.	1,182,550	7	7	100
Houstonian, preferred.	1,180,000	8	8	104
Huntingdon & Broad Top Mountain, preferred.	190,750	7	7	34
Joliet and Chicago, * guar.	1,500,000	7	7	25
Joliet and Northern Indiana, * guar.	300,000	8	8	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	100
Leeds and Farmington, * guar.	500,000	7	7	100
Little Schuylkill, * guar.	2,646,100	7	7	100
Louisville, Cincinnati and Lexington preferred.	848,700	9	9	57
Marietta and Cincinnati, 1st pref.	6,586,135	6	6	24
" " 2d pref.	4,051,744	6	6	11
Manchester and Lawrence, * guar.	1,000,000	9	9	100
Michigan Southern, guaranteed.	586,800	10	10	100
Mill Creek and Mine Hill, * guar.	323,375	10	10	100
Milwaukee and St. Paul, preferred.	9,744,268	7	7	70
Mine Hill and Schuylkill Haven, * guaranteed.	3,775,000	8	8	100
Mount Carbon & Ft. Carbon, * guar.	282,250	12	12	100
New Haven and Northampton	1,344,000	2	2	100
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua, * guar.	1,000,000	6	6	100
North Eastern (S. C.), preferred.	155,000	8	8	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106
Ohio and Mississippi, pref.	3,500,000	7	7	73
Paterson and Hudson, * guar.	630,000	8	8	100
Paterson and Ramapo, * guar.	248,000	5	5	100
Peoria and Bureau Valley, * guar.	1,200,000	6	6	100
Philadelphia and Erie, * guar.	5,996,700	10	10	100
Philadelphia and Reading, pref.	1,551,800	10	10	100
Philadelphia and Trenton, * guar.	1,099,720	10	10	100
Pittsfield and North Adams, * guar.	480,700	6	6	100
Portl. & Kennebec (Yarmouth) guar.	202,100	6	6	100
Portland, Saco & Portsmouth, * guar.	1,500,000	6	6	100
Portsmouth and Concord, * guar.	350,000	7	7	100
Richmond, Fredericksb. & Potomac, * guaranteed.	142,900	7	7	100
Rochester and Genesee Valley, * guar.	557,550	7	7	100
Rutland, preferred.	2,040,000	7	7	76
St. Louis, Alton and T. H., pref.	445,500	6	6	36
Sandusky and Cincinnati, pref.	876,000	5	5	100
Schuylkill Valley, * guar.	869,450	5	5	100
Shamokin Valley & Pottsville, * guar.	1,300,000	7	7	100
Tol., Peoria & Warsaw (W. D.) pref.	1,700,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	84
Troy and Greenbush, * guar.	274,000	7	7	100
Vermont and Canada, * guar.	2,500,000	8	8	100
Warren, * guar.	1,408,300	7	7	100
White Mountains, * guar.	200,000	5	5	100
Wrightsv. York & Gettysburg, * pref.	317,050	2	2	100
<b>CANAL STOCKS:</b>				
Delaware Division, * guar.	1,633,350	8	8	100
Morris, preferred.	1,175,000	10	10	122
Schuylkill Navigation, pref.	2,888,997	6	6	30
Union, preferred.	2,888,997	6	6	2
<b>MICROBELLANOUS STOCKS:</b>				
Cumberland Coal, pref.	5,774,400	7	7	1
Mariposa Mining, pref.	5,774,400	7	7	1

## WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton 35	@	38 50
Pig, American, No. 1.....	37	@	38
Pig, American, No. 2.....	35	@	36
Pig, American, Forge.....	33	@	34
Bar, Refined, English and American.....	80	@	80
Bar, Swedes, assorted sizes.....	(gold) 85	@	100

## STORE PRICES.

Bar, Swedes, ordinary sizes .....	107 50	@	120	—
Bar, Refined.....	85	@	—	—
Bar, Common.....	90	@	—	—
Scroll.....	102 50	@	132	50
Ovals and Half-round.....	102 50	@	122	50
Band.....	—	@	97	50
Horse Shoe.....	100	@	105	—
Rods, 1@3-16 inch.....	90	@	125	—
Hoop.....	107 50	@	150	—
Nail Rod.....	per lb.	6½	@	—
Sheet, Russia, as to No.'s.....	(gold) 174	@	18	—
Sheet, Single D. and T. Common.....	44	@	51	—
Rails, English.....	(gold) 57	@	59	—
Rails, American, at Works in Penna. c'y. 70	—	@	71	—
Anvils, (Eagle).....	per lb. currency.	8	@	—

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality) per lb.	15	@	18
English Spring (2d and 1st quality).....	7	@	10
English Blister (2d and 1st quality).....	10	@	17
English Machinery.....	11	@	13
English German (2d and 1st quality).....	104	@	12
American Blister "Black Diamond".....	—	@	12
American, Cast, Tool, do.....	15	@	16
American, Spring, do.....	9	@	11
American Machinery, do.....	9	@	10
American German, do.....	9	@	11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60d.....	per 100 lb	4 50	@	—
Cut Spikes, all sizes.....		4 75	@	—
Clinch.....		6	@	—
Horse Shoe, Forged (No. 10 to 5)....	per lb.	19	@	33
Copper.....		— 50	@	39

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.

1118—Drying, Baling and Block, 15 per cent. ad val.				
Plate and Sheets and Terne Plates, 25 per cent. ad val.				
Banca.....	(gold) per lb.	41	@	41
Straita.....	(gold)	364	@	364
English.....	(gold)	344	@	35
Plates—Fair to good brands.....		Gold.....	Currency.....	
I. C. Charcoal.....	per box	8 75	@	9
I. C. Coke.....	7 50	@	8 50	9
Coke Terne.....	6 37½	@	7 50	9
Charcoal, Terne.....	7 75	@	8 25	9 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

per gallon.				
Crude, 40 @ 43 gravity (in bulk), per gall.	—	14	@	—
Crude, 40 @ 47 gravity (in shipping order)	—	16	@	—
Refined, Standard White (in ship's order)	—	18	@	23
Refined, prime White (in shipping order)	—	19	@	24
Refined, S. W. (in jobbing lots)	—	20	@	25
Refined, S. W. (in tin)	—	28	@	29
Naphtha, Refined, (65 @ 73 gravity)	—	104	@	104
Residuum.....per bbl.	4	@	—	—

GLASS—Duty: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 16 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window. (Single Thick.)

Sizes.	1st.	2d.	3d.	4th.
6 by 8 to 7 by 9.....	\$7 75	\$7 00	\$6 50	\$6 00
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18.....	9 75	9 00	8 50	7 00
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00
20 by 20 to 24 by 30.....	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36.....	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44.....	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50
Above.....	25 00	22 00	20 00	16 00

(The above subject to a discount of 55@60 per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.)	(New List, Aug. 20th.)
6 by 8 to 8 by 10.....	(4 qts.)...per 50 feet 10
8 by 11 to 10 by 15.....	(4 qts.)...per 50 feet 10
11 by 14 to 12 by 18.....	(4 qts.)...per 50 feet 10
14 by 16 to 16 by 24.....	(4 qts.)...per 50 feet 10
18 by 22 to 18 by 30.....	(4 qts.)...per 50 feet 10
20 by 20 to 24 by 30.....	(4 qts.)...per 50 feet 10
24 by 31 to 24 by 36.....	(4 qts.)...per 50 feet 10
25 by 36 to 30 by 44.....	(4 qts.)...per 50 feet 10
30 by 46 to 32 by 48.....	(4 qts.)...per 50 feet 10
32 by 50 to 32 by 56.....	(4 qts.)...per 50 feet 10
Above.....	(4 qts.)...per 50 feet 10

(Subject to a discount of 55@65 per cent.)

English sells at 40@50 per cent. off the above rates.

## New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 25.

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25.
Canton Co.....	67½	72	72	72	72	72
Central Pacific 6s.....	100	100	101	101	101	101
Central of N. Jersey.....	103	104	107	106	107	106
Chicago & Alton.....	112	113	113	113	113	113
.. pref.....	114	114	114	114	114	114
.. 1 M.....	90	90	90	90	90	90
.. E. F.....	90	90	90	90	90	90
.. Inc. bds.....	90	90	90	90	90	90
Chicago, Burl. & Q.....	125	125	125	128	128	128
.. 8s, 1883.....	110	110	110	110	110	110
Chic. & Northwestern.....	54½	55½	59½	62	60	59½
.. pref.....	85	86	89	89	88	88
.. 1st M.....	90	90	90	90	90	90
.. S. F.....	90	90	90	90	90	90
.. Consol.....	92	92	92	92	92	92
Chic. Rock Isl. & Pac.....	96	97	100	101	100	100
Chl., R. I. & Pa. 7s, 1896.....	99	99	99	99	99	99
Clev., Col. C. and Ind.....	82	83	82	82	82	84
Clev. and Pittsburgh.....	115	116	118	121	121	121
.. 2 M.....	100	100	100	100	100	100
.. 3 M.....	96	96	96	96	96	96
.. 4 M.....	100	100	100	100	100	100
Clev. and Toledo.....	100	100	100	100	100	100
.. S. F. 7s.....	100	100	100	100	100	100
Col., Chl. & Ind. C.....	16½	16½	17	18	17	18
.. 1 M.....	85	85	85	85	85	85
.. 2 M.....	85	85	85	85	85	85
Del. & Hudson Canal.....	118	118	118	118	118	118
Del. Lack. & Western.....	104	104	107	106	106	105
.. 1 M. 7s.....	100	100	100	100	100	100
.. 2 M. 7s.....	100	100	100	100	100	100
Dubuque & Sioux City.....	27	27	28	29	29	28
Erie Railway.....	27	27	28	29	29	28
.. pref.....	60	60	60	60	60	60
.. 1 M. 7s, 1897.....	90	90	90	90	90	90
.. 2 M. 7s, 1879.....	90	90	90	90	90	90
.. 3 M. 7s, 1883.....	90	90	90	90	90	90
.. 4 M. 7s, 1880.....	85	85	85	85	85	90
.. 5 M. 7s, 1888.....	85	85	85	85	85	85
Great Western 2d mort.....	86	86	87	87	87	87
Hannibal & St. Joseph.....	58	57	57	57	57	57
.. pref.....	66	68	69	69	70	70
.. 8s, conv. 95½	95	95	95	96	96	96
Hudson River.....	95	95	95	95	95	95
.. 2 M. S. F.....	95	95	95	95	95	95
.. 3 M. 7s, 1875.....	95	95	95	95	95	95
Illinois Central.....	95	95	95	95	95	95
.. bonds.....	104	104	104	104	104	104
Lake Shore & Mich. S. th.....	92	93	90	98	97	97
Lake Shore Div. bonds.....	92	93	90	98	97	97
Marietta & Cin. 1st pref.....	92	93	90	98	97	97
.. 2d pref.....	92	93	90	98	97	97
Michigan Central.....	115	115	117	117	117	117
.. S. F. 8s, 1882.....	114	114	115	115	115	115
M. S. and N. I. 1 M. S. F.....	100	100	100	100	100	100
.. 2 M.....	97	97	97	97	97	97
Mariposa Mining Co.....	1	2	2	2	2	1
.. pref.....	1	2	2	2	2	1
.. Tr. 10s cts.....	1	2	2	2	2	1
Milw. and St. Paul.....	53	54	56	57	55	55
.. pref.....	73	73	76	77	76	76
.. 1st mort.....	91	91	91	91	91	91
.. 2d mort.....	91	91	91	91	91	91
.. 8s.....	105	105	105	105	105	105
.. 7-10s con.....	105	105	105	105	105	105
Missouri 6s.....	93	93	93	93	93	93
.. H. & St. J. 1s.....	93	93	93	93	93	93
Morris and Essex.....	91	91	91	91	93	93
.. 1st mort.....	104	98	98	98	98	98
.. 2d mort.....	98	98	98	98	98	98
New York Central.....	93	93	93	93	93	93
.. 7s, S. F. 1876.....	93	93	93	93	93	93
.. 6s, S. F. 1883.....	93	93	93	93	93	93
.. 6s, S. F. 1887.....	93	93	93	93	93	93
N. Y. Cen. & Hud. Riv. 8s.....	86	88	89	88	88	88
.. certificates.....	82	83	85	84	83	83
N. York and Harlem.....	119	122	121	122	122	122
.. pref.....	122	121	121	122	122	122
.. 1 M. 7s, 1873.....	37	38	38	37	37	37
N. Carolina 6s, old.....	39	38	38	37	37	37
.. new.....	37	38	38	37	37	37
Ohio and Miss.....	35	36	38	37	37	37
.. pref.....	72	72	73	73	73	73
.. 1st M.....	99	99	99	99	99	99
Pacific Mail S. S. Co.....	43	43	46	47	46	47
Panama.....	56	60	60	60	60	60
Phila. and Reading.....	105	106	107	107	107	107
Pitta., Ft. W. & Chl. gtd.....	99	97	99	99	99	99
.. 1 M.....	100	100	100	100	100	100
.. 2 M.....	100	100	100	100	100	100
.. 3 M.....	100	100	100	100	100	100
Quicksilver Mining Co.....	17	17	18	18	18	18
St. L., Alton & T. H.....	98	98	98	98	98	98
.. pref.....	98	98	98	98	98	98
.. 1 M.....	98	98	98	98	98	98
.. 2 M. pref.....	85	85	85	85	85	85
.. Income bds.....	76	76	76	76	76	76
Tennessee 6s, old.....	64	64	66	66	66	66
.. new.....	64	64	66	66	66	66
Tol., Wab. & Western.....	53	54	56	58	56	56
.. pref.....	53	54	56	58	56	56
.. 1 M.....	91	91	91	91	91	91
.. 2 M.....	90	90	90	90	90	90
.. Equipment.....	90	90	90	90	90	90
.. St. Lou. Div.....	90	90	90	90	90	90
Union Pacific.....	21	22	24	25	24	23
.. 1st mort.....	84	84	84	86	85	83
.. L. Gt. 7s.....	70	71	73	75	76	76
.. Inc. 10s.....	72	72	73	75	76	76
Virginia 6s, old.....	59	59	59	59	59	59
.. new.....	59	59	59	59	59	59
.. consol.....	59	59	59	59	59	59



## New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 25.

Th.19. F.20.Sat.21. M.23.Tu.24. W.25

FEDERAL STOCKS:—					
U. S. 5s, 1874, reg.	108	107	107	108	
U. S. 5s, 1874, coup.	109	109			
U. S. 5s, 10-40s, coup.	108	107	107	108	
U. S. 5s, 1881, reg.	114	114			
U. S. 5s, 1881, coup.	115	116			
U. S. 5s, '81, O.W.L.	109	110			
U. S. 5s, 5-20s, reg. '62.	114	114	114	114	
U. S. 5s, 5-20s, c. 1862.	114	114	114	114	
U. S. 5s, 5-20s, reg. '64.	109	110			
U. S. 5s, 5-20s, c. 1864.	114	114	114	114	
U. S. 5s, 5-20s, reg. '65.	109	110			
U. S. 5s, 5-20s, c. 1865.	114	114	114	114	
U. S. 5s, 5-20s, r. n. '65.	112	112	112	112	
U. S. 5s, 5-20s, c. n. '65.112.	112	112	112	112	
U. S. 5s, 5-20s, reg. '67.112.	112	112	112	112	
U. S. 5s, 5-20s, c. 1867.112.	112	112	112	112	
U. S. 5s, 5-20s, reg. '68.	112	112	112	112	
U. S. 5s, 5-20s, c. '68.112.	112	112	112	112	
U. S. 5s, Pac.R.R. Issue.110.	110	111	111	111	

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 24.

W.18. Th.19. F.20.Sat.21. M.23.Tu.24

Catawissa	43	44	45	45	
Camden and Amboy	118	122	125	128	128
.. 6s, 1875	90	90			
.. 6s, 1885	90	90			
.. 6s, 1889	94	94	95	95	
.. mort. 6s, '89 95					
Elmira & Williamsport					
.. pref.					
Lehigh Navigation	33	34	34	35	35
.. 6s, 1884	88	89	90	90	
.. Gold L.	88	89	90	90	
.. R. R. L.	80	80	80	80	
.. Conv. L.	58	57	58	58	58
Lehigh Valley R.R.	58	57	58	58	58
.. 6s new coup.					
.. 6s new reg.	44	45	45	45	
Little Schuylkill R.R.	51	51	51	51	
.. 7s	51	51	51	51	
Minehill					
Morris Canal					
.. pref.					
.. 1st mort.					
North Pennsylvania					
.. 6s, 1880			99	99	
.. 7s					
.. 10s, 1887	39	39	39	39	39
Northern Central	45	45	46	47	47
Oil Creek & Alleg. Riv.	45	45	46	47	47
.. 7s	57	58	59	59	59
Pennsylvania R.R.	57	58	59	59	59
.. 1st M.	97	97	99	99	
.. 2d M.					
.. Gen. mort.					
.. reg.			91	91	
Pe. m. State, 6s, 1st series.100					
.. 6s, 2d series.103			102	102	
.. 6s, 3d series.106			106	106	106
.. 6s, W. L.					
Phil. del. City, 6s					
.. new	99	98	99	99	100
Phil. d. Gen. m. & Nor.	86	86	86	86	86
Phil. d. Rea. ding	52	53	54	54	53
Philadelphia and Erie	23	23	23	24	24
.. 6s	84	84	85	85	
.. 7s					
Schuylkill Navigation	15	15	15	15	
.. pref.			76	77	77
.. 6s, 1882					
.. 6s, 1876					
.. 6s, 1872					21
Hestonville, (Horse)					
Chestnut & Wal.					
Green & Coates					
2d and 3d streets					
Spruce and Pine					
15th and 16th sts.					

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 24.

W.18.Th.19. F.20.Sat.21. M.23.Tu.24

Baltimore City 6s, 1875				95	
.. 1886				98	
.. 1890	96	96			96
.. 1884					
.. 1900	95				
Balt. and Ohio					
.. bonds, 1875				95	
.. 1880				95	
.. 1885				93	
Marietta & Cin. 1st M.	96	85	85	85	85
.. 2d M.	85	85	85	85	85
.. 3d M.	85	85	85	85	85
Northern Central		39	39	39	
.. bonds, 1885					
.. 1900				93	92
P. & C. m. s. 7s					
N. W. Va. 1st mort.					
.. 2d mort.					
.. 3d mort.					
Virg. Va. 6s, Consol.	60	59			60
.. Defer. Certif. 25		25			
City & Annapolis R.R.					

## Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 25.

Th.19. F.20.Sat.21. M.23.Tu.24. W.25

Boston and Albany	147	147	148	148	149
Boston and Lowell					
Boston and Maine					146
Boston and Providence			150	150	150
Boston, Hartford & Erie					
.. 7s, new	23	24	26	26	26
Cheshire, pref.			82		
Concord					
Connecticut River			139		139
Eastern	107	107	107	108	108
Fitchburg	140	141			140
Manchester & Law'ree					
Michigan Central	115	116	117	117	116
Northern, N. H.			112	112	111
Ogdens. & Lake Champ.			87	87	87
.. pref.			105		
Old Colony & Newport	102	102			103
Ph. W. & Baltimore	53	53	53	53	53
Port'd, Saco & Ports.					134
Union Pacific	21	23	24		23
.. 6s				84	
.. Land Grant 7s			73	74	
.. Income 10s	71	72			
Vermont & Canada	100	100	100		100
Vermont & Mass.					
South Boston (Horse)			70		
Cambridge					104
Metropolitan			77		
Middlesex				80	
Central Mining Co.					
Copper Falls					
Franklin					
National					
Pewabic					
Quincy					

## London Stock Exchange.

Closing Prices.

Sept. 29. Oct. 6.

Atl. & Gt. West. N. Y. sec. 7 per ct					
1st mort., 1880	85	90	85	90	
Do. do, 2d mort., 1881	80	85	80	85	
Do. Penn., 1st mort., 1877	85	90	85	90	
Do. do, 2d mort., 1882	80	85	80	85	
Do. Consol. 7 per cent. mort. 1890	41	42	39	40	
Detroit and Milwaukee 1st mort. 7s	71	73	71	73	
Do. 2d mort. 8 p. c.	69	72	69	72	
Erie shares 100 dol. all paid	24	24	24	25	
Do. pref. 6 p. c. convertible bonds	67	69			
Illinois Central, 6 per cent., 1875					
Do. Redemption mort. bonds 6 p. c. 101	103	101	103	101	
Do. 100 dol. shares, all paid	109	110	109	110	
Panama General mort. 7s, 1897	82	87	84	89	
Penn. R. R. bonds, 2d mort. 6 p. c. 100	102	102	97	99	
Do. General mort. 6 p. c. 1910	94	96	95	96	
Do. 450 shares	50	52	50	52	
Philadelphia and Erie 1st mort. 1881	97	99	94	96	
Do. with option to be paid in Phila.	97	99	94	96	

## American Railroad Journal.

Saturday, October 28, 1871.

## Stock Exchange and Money Market.

Money, though fairly active, has been less urgently sought after since our last. The current quotations have been 7 per cent. on call on the best class of borrowers, and from 9 to 18 per cent. per annum, on the street, in the discount line, for the range of marketable grades of commercial paper. The city banks have strengthened their position during the week, and now hold over 1½ millions more of specie and legal tender notes than the 25 per cent. of their liabilities, required by the banking act. The U. S. Sub Treasury has also augmented its coin and currency reserves. The outflow of funds to the interior has been on a somewhat restricted scale. Street operators are now over the panic growing out of the Chicago fire a fortnight ago, and which was aggravated by the undue bank expansion about the same time. Our merchants also begin to feel reassured, as there is good reason why they should not, and the only remaining trouble from the Chicago fire relates to the settlements of the Fire Insurance Companies. The city banks, in their latest return, show a reduction of \$827,200 of legal tender notes, an increase of \$823,700 of specie, and a decrease of \$11,391,000 of deposits; also a reduction of \$9,930,900 in their loan and discount averages, and

a contraction of \$39,700 in their item of circulation. The city bank exchanges, last week, averaged \$123,167,713; and thus far, this week, 123½ millions daily. The banks now hold \$1,594,775 of specie and legal tender notes, more than the 25 per cent. of their liabilities required by the national banking act.

The specie reserve of the city banks according to the latest return is \$10,101,400, against \$11,948,113 same time last year. The city bank deposits are now \$203,791,000 against \$189,578,983 week ending Oct. 22, 1870. The legal tender reserve amounts to \$50,014,700 against \$52,390,812 same time last year. The circulation now stands at \$30,294,300, against \$32,517,036 same time last year. The loans are now \$283,580,100, against \$265,665,396 at this date last year.

The U. S. Sub-Treasury enlarged its currency balance \$203,176 and its coin reserve \$3,043,319, as the result of the week's business. The receipts of the office were \$7,425,260 in coin, and \$8,976,817 in currency; payments, \$4,384,942 in coin, and \$7,773,641 in currency. The office received \$2,953,000 in coin or its equivalent, from customs; and disbursed \$1,028,973 of coin interest.

The U. S. Sub-Treasurer retired, last week, \$2,419,432 of coin certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for \$336,910,050; and as security for deposits of public money, United States bonds for \$15,569,500. The aggregate of the outstanding circulation of the National Banks of the country is \$323,985,382.

Government revenues yielded moderately, through the week. The excises yielded last week about two millions, and thus far since July 1, \$43,439,368. The customs at the port of New York, last week were \$2,762,432; and at the out-ports, equal to about \$920,000 more, all in coin, or coin certificates.

The Treasury balances on Wednesday were: Coin \$96,000,000; currency, \$5,000,000. Coin certificates were outstanding for \$16,000,000.

Gold has been offered more freely and has been less active. The tendency of the price has been downward, influenced in, part, by the anticipatory payments of the November interest on the public debt. The range of the price during the week, has been from 111½@113, and the closing quotation on Wednesday was 111½ against 113½ the preceding Wednesday. The specie outflow, last week, was \$601,843; on Tuesday of this week, \$34,366; and on Wednesday \$53,241. The Gold Exchange Bank clearances have been as follows: Oct. 19, \$48,035,000; Oct. 20, \$49,951,000; Oct. 21, \$59,788,000; Oct. 23, \$47,752,000; Oct. 24, \$57,899,000; Oct. 25, \$77,252,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Oct. 21st, 1871, \$66,895,226, against \$68,140,881 same time in 1870.

The export drain of specie was \$601,843 last week, against \$556,181, same week preceding year. The shipments since January 1, 1871, have been \$59,473,025, against \$50,876,890 same time in 1870.

The customs demand for Gold last week, averaged \$492,167 a day; thus far, this week, it has averaged \$472,500 a day, or equal to a weekly aggregate of \$2,835,000. The arrivals of

specie from Europe, Havana and other foreign ports last week, were \$8,032, and since Jan. 1, 1871, \$8,319,290 against \$8,493,710 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$131,646,153 against \$119,675,357 same time in 1870.

Foreign exchange has been in moderate supply and rather more confident demand at stronger rates. Bankers' sixty day bills on London closed on Wednesday at 108 $\frac{1}{2}$ @108 $\frac{3}{8}$ ; sight bills on London, 109 $\frac{1}{2}$ @109 $\frac{3}{8}$ .

The produce exports from this port, week ending with Oct. 24, were to the currency value of \$5,276,054.

Government securities have met with a readier market at generally better prices, with comparatively light offerings of all issues reported.

On Wednesday, Government bought in two millions of Five-Twenties at 110 48@111 24 nett. The amount of bonds offered was \$3,068,450 at from 110 48@111 40.

U. S. sixes of 1881 closed here on Wednesday of the current week at 116 $\frac{1}{4}$ @116 $\frac{1}{2}$ ; U. S. Five-Twenties of 1862, 114@114 $\frac{3}{8}$ ; U. S. Five-Twenties of 1864 at 113 $\frac{1}{2}$ @114; U. S. Five-Twenties of 1865, 114@114 $\frac{3}{8}$ ; U. S. Five-Twenties of 1865 consolidated, 112 $\frac{7}{8}$ @113; U. S. Five-Twenties of 1867, 113@113 $\frac{1}{4}$ ; U. S. Five-Twenties of 1868, 113@113 $\frac{1}{4}$ ; U. S. Ten-forties at 109 $\frac{1}{2}$ @109 $\frac{3}{8}$ ; U. S. Six per cent. currency bonds, 111@111 $\frac{1}{4}$ .

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Oct. 11.	Oct. 18.	Oct. 25.
Consols .....	92 $\frac{1}{2}$	93 $\frac{1}{16}$	93
U. S. 5-20's of 1862..	92 $\frac{1}{2}$	90 $\frac{1}{4}$	90 $\frac{3}{4}$
U. S. 5-20's, 1865....	92 $\frac{1}{2}$	91 $\frac{1}{16}$	90 $\frac{3}{4}$
" 1867 .....	92 $\frac{1}{2}$	91 $\frac{1}{16}$	92 $\frac{3}{8}$
" 10-40's .....	89	88 $\frac{1}{16}$	89 $\frac{3}{8}$
Erie .....	22 $\frac{3}{4}$	22 $\frac{3}{4}$	24

The new Funding Five per cent. Loan was quoted in London on Wednesday at 1 $\frac{1}{8}$  per cent. discount.

State bonds have been in more demand at steadier prices.

Railway bonds have been more sought after and quoted firmer in the instances of the more popular of the old loans. Central Pacific Sixes closed strong at 101 $\frac{1}{4}$ @101 $\frac{1}{2}$ . The six per cent. First Mortgage Loan of the Chesapeake and Ohio Railroad has been in increased favor with buyers, for investment at the current price of 93 per cent. and accrued interest.

Railway and miscellaneous share property has been more active and generally stronger, though closing irregularly.

General business has been on a moderate scale, with values of domestic produce quoted steadier toward the close. Middling upland cotton closed on Wednesday at 18 $\frac{1}{2}$ cts. per lb. The receipts at all the ports, since Sept. 1, have been 321,652 bales, against 395,735 bales same time in the preceding year; exports 98,562 bales, against 107,957 bales in the previous year; stock at the ports at latest dates, 185,192 bales, against 200,273 bales same date 1870.

At the Live Stock Markets, Beeves have been in very moderate demand at from 7@12 $\frac{1}{2}$  cts.; Veals at 4@10 cts.; Sheep at 4 $\frac{1}{2}$ @6 $\frac{1}{2}$  cts.; Lambs at 6@7 $\frac{1}{4}$  cts.; Swine, 5 $\frac{1}{4}$ @5 $\frac{1}{2}$  cts per lb., all live weight. The week's receipts were 7,624 Beeves,

1,315 Veal Calves, 41,806 Sheep and Lambs; and 41,380 Swine.

At the auction sale of Scranton Coal on Wednesday, 100,000 tons were disposed of at a material reduction in prices, the range having been \$3 85@5 35, against \$4 15@6 15 in September.

Foreign goods have attracted rather less attention, but prices have been quoted generally firm. The week's imports of foreign goods reached \$7,115,036, including \$1,791,927 of dry goods.

Ocean freights have been less active and rates have been rather less firm, closing in favor of shippers. Room, plentiful.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Central of New Jersey new bonds, 101 $\frac{1}{2}$ ; Galena and Chicago 2d mort., 100 $\frac{1}{2}$ ; Cleveland and Pittsburg consol., 95; North Missouri 1st mort., 85; New York and Harlem consol., 93; Toledo, Wabash and Western consol., 83 $\frac{3}{4}$ ; Gt. Western 1st mort., 1888, 90; Hannibal and Naples 1st mort., 90; St. Louis and Iron Mt. 1st mort., 90; Chicago and Milwaukee 1st mort., 93; Long Dock bonds, 88; New Jersey, R. R., 120; Albany and Susq. R. R., 90; New York and New Haven R. R., 145; North Carolina 6s, special tax, 13 $\frac{3}{4}$ ; do., Fund Act, 1868, 27 $\frac{1}{2}$ ; South Carolina 6s, new, Jan. and July, 40; do. Apl. and Oct., 40; Arkansas 7s, issued to Central R. R., 65 $\frac{1}{2}$ ; do. 6s, Fund Act, 56; Ohio 6s, 1881, 104 $\frac{1}{2}$ ; Alabama 5s, 67; do., 8s, 98 $\frac{1}{2}$ ; Louisiana, 6s, Levee bonds, 65; New York State 7s, B. L. reg., 109 $\frac{1}{2}$ ; Western Union Tel., 61 $\frac{3}{8}$ ; Quicksilver pref., 24 $\frac{1}{2}$ ; Am. Coal, 45; Maryland Coal, 21 $\frac{3}{4}$ ; Pennsylvania Coal, 220; Consol. Coal, of Md., 41 $\frac{1}{4}$ ; Am. Mer. Union Exp., 54 $\frac{1}{2}$ ; Adams Exp., 83 $\frac{1}{2}$ ; U. S. Exp., 54 $\frac{1}{2}$ ; Wells-Fargo Exp., 51; Brooklyn 6s, W. L., 94; Brunswick City Land, 7.

**Philadelphia.**—Susquehanna Canal 6s, 62; Penn. and New York 7s, 93 $\frac{1}{2}$ ; Belvidere Delaware 3d mort., 81; West Jersey R. R. 7s, 100 $\frac{1}{2}$ ; Germantown Pass. R. R., 33; Pennsylvania State 5s, reg., 92. The latest quotations are: City 6s, 99@100; do. free of tax, 100@100 $\frac{3}{4}$ ; State 5s, coupon, 100@—; do. 6s, W. L. 100@100; do. 1st series, 101@102; do. 2d series, 102 $\frac{1}{4}$ @103 $\frac{1}{2}$ ; do. 3d series, 106@107; Reading, 53 $\frac{3}{4}$ @53 $\frac{3}{8}$ ; do. 7s, 1893, 100 $\frac{1}{2}$ @—; do. mort. 6s, 1880, 91 $\frac{1}{2}$ @92 $\frac{1}{2}$ ; Camden and Amboy, 127@128; do. mort. 6s, 1889, 95 $\frac{1}{2}$ @96; do. 1883, 90@92; do. 1889, 89 $\frac{1}{4}$ @—; Pennsylvania R. R., 59 $\frac{1}{4}$ @59 $\frac{3}{4}$ ; do. 1st mort., 99@99 $\frac{1}{2}$ ; do. 2d mort., 96 $\frac{1}{2}$ @98; do. General mort. coupon, 91@92; do. reg., —@91; Little Schuylkill R.R., 44@45; Morris Canal, 48@51; do. pref., 118@125; do. 6s, 86@—; Susquehanna Canal, 9@10; do. 6s, 61@—; Schuylkill Nav., 7 $\frac{3}{8}$ @9; do. pref., 15 $\frac{1}{2}$ @15 $\frac{3}{4}$ ; do. 6s, 1882, 77 $\frac{1}{2}$ @78; Elmira and Williamsport pref., 42@43; do. 7s, 1873, 92@—; do. 5s, 61@—; Lehigh Coal and Navigation, 34 $\frac{1}{2}$ @35; do. 6s, 1884, 84@85; do. R. R. Loan, 90@91; do. Gold Loan, 90@90 $\frac{1}{4}$ ; North Pennsylvania, 46@47; do. 6s, 98 $\frac{1}{2}$ @100; do., 7s, 97@99; do. Chattle 10s, 110@110; Philadelphia and Erie, 23 $\frac{3}{8}$ @23 $\frac{1}{2}$ ; do. 6s, 88 $\frac{1}{2}$ @—; Minehill, 51 $\frac{3}{4}$ @52; Catawissa, 18@18; do. pref., 44 $\frac{3}{4}$ @45; Lehigh Valley, 58 $\frac{3}{8}$ @59; do. 6s, new coupon, —@97 $\frac{1}{2}$ ; do. reg., 97 $\frac{1}{2}$ @98; do. 7s, 99 $\frac{1}{2}$ @100; Fifth and Sixth streets, (horse), 45@46; Second and Third, 65@68; Thirteenth and Fifteenth, 22 $\frac{1}{4}$ @23 $\frac{1}{4}$ ; Spruce and Pine, 32@33; Green and Coates, 47@

—; Chestnut and Walnut, 50@55; Hestonville, 20 $\frac{1}{2}$ @21 $\frac{1}{4}$ ; Union, 70@70 $\frac{1}{2}$ ; Germantown, 32@34.

**Boston.**—Michigan Central R. R. 8s, 1890, 108 $\frac{1}{4}$ ; Carthage and Burlington R. R. 8s, 95 $\frac{1}{2}$ ; Vermont Central 1st mort., 85; do. 2d mort., 86 $\frac{3}{4}$ ; Burlington and Missouri River R. R. 8s, in Nebraska, 94; Vt. Central and Vt. and Canada 8s, 1875, 100; Eastern R. R. 6s, 1885, 96 $\frac{1}{2}$ ; do. 1874, 96 $\frac{1}{4}$ ; Middlesex Horse R. R. 6s, 1884, 80 $\frac{3}{8}$ ; Dixon, Peoria and Hannibal 8s, 1889, 95 $\frac{1}{4}$ ; Framingham and Lowell 1st mort. 7s, 1891, 90; Stanstead, Shefford and Chambly 7s, 83 $\frac{3}{4}$ ; Detroit, Hillsdale and Indiana 8s, 1890, 87 $\frac{3}{4}$ ; Missisquoi R. R. 7s, 80; Leavenworth, Lawrence and Galveston 10s, 92; Cincinnati, Sandusky and Cleveland R. R., 20; Indianapolis, Cincinnati and Lafayette R. R., 8; Rutland, pref., 76 $\frac{3}{4}$ ; do. 8s, 1880, 98 $\frac{3}{4}$ ; Worcester and Nashua R. R. 137; Eastern (N. H.) R. R. 104; Portsmouth, Gt. Falls and Conway R. R., 100; Boston Water Power, Co., 45 $\frac{1}{2}$ ; Cary Imp., 12 $\frac{1}{4}$ ; Maine 6s, 1889, 100 $\frac{1}{2}$ ; Connecticut 6s, 1883, 100 $\frac{1}{4}$ ; Chicago 7s, River Imps., 90 $\frac{1}{2}$ ; do. Water Loan, 91; do. Sewerage, 91; Hartford 6s, 1876, 98 $\frac{1}{4}$ ; Cincinnati 6s, 1881@1887, 92; St. Louis 6s, 1887, 90; Boston 5s, 1877, 98 $\frac{3}{4}$ ; do., 1882, 100; Lyon 6s, 1891, 100 $\frac{1}{4}$ ; Cambridge 6s, 1887, 99 $\frac{1}{2}$ ; Allouez Mining Co., 3 $\frac{3}{4}$ ; Calumet and Hecla, 110.

**Baltimore.**—Orange, Alex. and Manassas bonds, 79; Northern Central 6s, 1900, gold, 92; Orange and Alexandria 4th mort., 8s, 81; Maryland Defense loan, 104; Virginia coupon 6s, old, 59 $\frac{1}{2}$ ; Memphis City 6s, 55. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 92 $\frac{1}{4}$ @93; Baltimore and Ohio, 187@140; do., 6s, 1875, —@98; do., 1880, 95@95 $\frac{1}{2}$ ; do., 1885, 92 $\frac{1}{4}$ @92 $\frac{1}{2}$ ; Northern Central, 39 $\frac{3}{8}$ @40; do. 6s, 1885, 92@92 $\frac{1}{2}$ ; do., 1900, 85@87 $\frac{1}{2}$ ; do., 6s, 1900, gold, 91 $\frac{1}{2}$ @92 $\frac{1}{4}$ ; N. W. Va. 1st mort., 97@—; do., 2d mort., —@97; do., 3d mort., 1835, 89@91; Marietta and Cincinnati 7s, 1892, 95 $\frac{1}{2}$ @96; do., 2d mort., 85 $\frac{1}{2}$ @85 $\frac{3}{4}$ ; do., 3d mort., 79@79 $\frac{1}{2}$ ; Central Ohio, 29@29 $\frac{1}{8}$ ; do., 1st mort., 84 $\frac{1}{4}$ @85; Western Md. 1st mort. 6s, 1890, 80@—; guar. by Baltimore City, 90@—; do., 3d mort., guar., 90@91 $\frac{1}{4}$ ; do., 2d mort. pref., 60@—; do., 6s, guar. by Washington Co., 82@84; Richmond and Danville bonds, 80@81; Orange and Alexandria 1st mort. 6s, 90@92; do., 2d mort. 6s, 79@81; do., 3d mort. 8s, 90 $\frac{1}{2}$ @—; do., 4th mort. 8s, 81@82; Orange, Alex. and Manassas 7s, 78 $\frac{3}{4}$ @79; Virginia and Tennessee 8s, 88@89; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 78@—; Baltimore 6s, 1875, 95 $\frac{1}{2}$ @97 $\frac{1}{8}$ ; do., 1884, 97@97; do. 1886, 97@99; do., 1890, 96 $\frac{3}{4}$ @97; do., 1893, 97@—; do., 1900, 96@96 $\frac{1}{2}$ ; Memphis City 6s, 55@55 $\frac{1}{4}$ ; Maryland 6s, 1890, 94 $\frac{1}{2}$ @—; do. Defense Loan, 1883, 104@105; City Passenger R. R. 22 $\frac{1}{2}$ @—; George's Creek Coal, 76@83.

**The Tredegar Iron Works at Richmond, Va.,** are represented as being in a more flourishing condition than at any time since their establishment. They cover eight acres, employ thirteen hundred men, and have to be kept in operation day and night to supply the orders which are pouring in from all sections of the country. In the manufacture of coal freight cars they do the heaviest business in the United States. The company has \$1,000,000 capital and its stock is chiefly owned by citizens of Richmond.



**United Companies' Lease.**

The lease of the property and franchises of the United Companies of New Jersey to the Pennsylvania Railroad Company is for nine hundred and ninety-nine years, at an annual rental of ten per cent. on the stock of the several companies, payable quarterly. Having been signed by the other parties in interest, the signature of the President of the Philadelphia and Trenton railroad company is now only required to perfect the instrument. When the lease is signed by all the parties, the *Philadelphia Ledger* says "a committee will make out a proper inventory of the property to be transferred, with an appraisal of its value. This, it is thought, can scarcely be accomplished in less than three weeks, and, indeed, it may be the 1st of December before the Pennsylvania Railroad Company will enter into possession of the leased works. There will then be due to the stockholders of the United Companies the remaining 2 per cent. due on the last July dividend and the  $2\frac{1}{2}$  per cent. quarterly dividend due October 1. This being the 1st of December, and within a month of the January quarter of  $2\frac{1}{2}$  per cent. more, it is probable that the whole 7 per cent. will be paid, all under one trouble."

**Dualin.**

On the 11th instant a party of some seventy gentlemen, representing the principal railroad and mining interests of the country, with several prominent civil engineers, visited Tarrytown, by invitation of the LAFLIN & RAND POWDER CO., to witness some practical experiments with the new explosive "Dualin." The steamboat *Florence* was chartered for the excursion, and the trip up the river diversified by amateur blasting with the beautiful and compact electrical apparatus made by the above company. On reaching the place of exhibition, a heavy rock cut on the New York and Boston Railroad, the party first inspected two of the Hotchkiss & Gardiner steam rock drills, in operation on the very tough hornblende granite through which the cut is being driven. This drill is constructed on the principle of the Hotchkiss steam hammer, with an air cushion placed between the steam piston and drill so that although striking 300 blows per minute with a force of 1,500 pounds each, there was no shock to the machinery, nor any necessity for the heavy loading of stone to hold the drill in place, which is commonly used with other machines.

We have not space for a full report of the various trials with Dualin. As regards its enormous strength the most satisfactory exhibitions were first, the throwing out some 160 yards of stone, nearly all in shape to handle without subsequent breaking up, by two holes, sixteen feet deep, eighteen feet apart and eleven feet behind the face of the rock, fired simultaneously by the electrical battery; and, second, the thorough breaking of a round granite boulder over 8 ft. in diameter by about two pounds of Dualin, placed loosely on top of the rock and only covered by a bucket full of sand. For "block holes," a hole  $\frac{3}{4}$  in. diameter by 6 in. deep charged with Dualin, seemed to have as much effect as one 2 inches by 2 feet filled with powder.

The suitability of Dualin for torpedoes, or work in wet shafts or mines, was demonstrated by using water as the only tamping in one case, and by the fact that the holes in the great blast above de-

scribed were full of water when the Dualin was inserted.

But the most interesting and novel point was the impunity with which Dualin was subjected to the roughest handling and hardest tamping, and the quiet manner in which it burned unless caused to explode by a heavy charge of fulminating powder. Holes filled with it and lighted by ordinary Fuse burned out slowly in a beautiful fountain of fire.

Some ten pounds were packed solidly in a very tight box and placed in a large bonfire. When the fire had burned through the box at one point the Dualin ignited and burned with a brilliant light, faster than the box but without any explosion whatever. When the contents were consumed the box was taken from the flames and after being immersed in water brought to New York with the party.

THE WEST WISCONSIN RAILWAY is now very nearly finished, and trains will be running through from Tomah to St. Paul by November 1. The earnings of the Road from local traffic on the completed portion constitute already a profitable business; and arrangements and connections are about perfected which will make it the Great Air-Line Route from Chicago to the North-West, effecting a saving of more than 100 miles over the present route. The Bonds are a First Mortgage on the road itself and on a valuable Land Grant of 1,000,000 acres. They bear interest in gold at the rate of 7 per cent per annum, and are sold now at 90 and accrued interest in currency by WHITE, MORRIS & CO., 18 Wall-st., and GWYNNE, JOHNSON & DAY, 16 Wall-st., where pamphlets and further information may be obtained.

At a meeting of the directors of the Philadelphia and Trenton Railroad Company, held in Philadelphia on the 25th inst., to take action upon the lease of the United Companies of New Jersey to the Pennsylvania Railroad Company, it was resolved that Mr. Gatzmer, President *pro tem.*, be authorized to execute the lease upon the assent of a majority of the stockholders being obtained. For that purpose a meeting is to be held at the office of the company on the 11th of November.

The *Philadelphia Ledger*, 20th instant, says "that the building of a narrow gauge line from Hanover Junction to Oxford is now substantially assured. This will give a road through Lancaster, York and Adams counties, and its further extension to the West is in such hands that we may safely anticipate the early realization of that portion of the enterprise."

The *Chicago Tribune*, in a carefully prepared article, states that not less than twenty nor more than twenty-five per cent. of the total assets of that city, including both real and personal estate, has been destroyed.

The Vineland Railroad is now completed to Greenwich, ten miles beyond Bridgeton; but three miles of iron remains to be laid. Cars run through to New York without change, in about six and a half hours from Vineland.

The city of Sheboygan has voted \$50,000 aid for the Milwaukee, Manitowoc and Green Bay Railroad.

**CHESAPEAKE AND OHIO—FIVE-TWENTIES—CENTRAL PACIFICS.**

BANKING OFFICE OF FISK & HATCH,

No. 5 NASSAU-ST., NEW YORK, Oct. 23, 1871.

The SIX PER CENT. GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY are rapidly being taken up. Only a limited amount of the smaller denominations is left. These bonds offer unsurpassed safety and a liberal income, and are especially suitable for investments.

The great line of railroad upon which they are based is already completed and in operation from Richmond to the White Sulphur Springs—227 miles, and the portion between the Ohio River and the coal deposits of the Kanawha Valley, (nearly 100 miles,) is nearly ready for traffic. The intermediate section of about 100 miles is also well advanced, and will be completed and in operation within one year, so as to form a continuous trunk line from the navigable waters of the Atlantic to the Ohio River.

When the railroad is completed, in 1872, and the Bonds are dealt in at the Stock Exchanges of the world, we have no doubt they will be equally popular with the Central Pacifics, which now command a premium, and are a favorite security here and in Europe, both roads being prominent lines, and under substantially the same fiscal management. Principal and interest of the CENTRAL PACIFIC and CHESAPEAKE AND OHIO BONDS, are specifically payable in gold coin in New York; the interest on the former being paid January and July, and of the latter, May and November, corresponding with the two classes of Five-twenties.

We recommend either of them to our friends and customers with the same confidence that we did the Five-twenty Bonds, when we were selling millions of them for the United States Government.

We buy and sell FIVE-TWENTIES, TEN-FORTIES, EIGHTY-ONES, and CENTRAL OF WESTERN PACIFICS, or receive them in payment for CHESAPEAKE AND OHIO BONDS at their current market price. Orders for Chesapeake and Ohio Bonds, accompanied with Drafts or Checks, may be forwarded to us by mail, and the bonds will be sent by express, charges paid.

Bonds are in coupon or registered form, same as FIVE TWENTIES; run thirty years; principal and interest in United States gold coin. Price, 93 and accrued interest, that is, with coupon attached, due November 1.

\$1,000 Chesapeake and Ohio Bond costs to-day \$958 77.

\$500 Chesapeake and Ohio Bond costs to-day \$479 38.

\$100 Chesapeake and Ohio Bond costs to-day \$95 88.

FISK & HATCH.

P. S.—Accounts of Banks, Bankers and others received, on which we allow four per cent. interest. Certificates of deposit issued and collection made in all parts of the Union.

HARVEY FISK.  
A. S. HATCH.

### Pittsburgh and Castle Shannon Narrow Gauge Railroad.

The above new enterprise has formally commenced operations by appointing Capt. Isaac J. MacKinley of this city as its Chief Engineer. Captain MacKinley has been identified with the getting up and organization of the Company from its inception, and his long experience as an engineer and real estate operator in this vicinity gives assurance that his new duties will be faithfully and energetically performed. He is now organizing a corps of engineers and in a few days will commence work in the field—and says that he will have passenger cars running through to Castle Shannon by the 1st of April. In the meantime the 1,000 acres of land owned by the company at Castle Shannon will be laid out into town lots, and villa sites are offered for sale. He will also survey and develop the vast coal interest of the company, and expects to be able to deliver in South Pittsburgh by the first of April 25,000 bushels of coal each day—the road is now delivering 15,000 bushels daily. At the same time the surveys and construction of the road will be pushed on to Finleyville, in Washington county, with all possible dispatch. The officers of the company are M. D. Hays, President; Wm. H. Edgerton, Vice-President; E. W. Rolfe, Secretary and Treasurer, and Isaac J. MacKinley, Chief Engineer. They are all young, active men in the community, whose past history gives every assurance that the Pittsburgh and Castle Shannon Railroad will be hurried along to an early and successful completion. The general officers of the Company are at 75 Fourth avenue.—*Pittsburgh Chronicle*.

### Chicago and Northwestern Railway.

We give elsewhere an abstract of the Report of this Company for the fiscal year ending May 31, 1871. The following extract from the Report has reference to the connections and extensions of the company's roads:

During the last year several new works have been undertaken, while others, in progress or contemplated, have been brought to completion. The following description presents the extent and importance of these various projects, and their connection with and relation to the system of railroads owned and operated by this Company:

#### MADISON EXTENSION LINE, 126 MILES.

In the consolidation of the Galena and Chicago Union Rail-Road Company with the Chicago and North Western Railway Company, the latter came into possession of the Beloit and Madison Rail-Road, extending to the City of Madison, and connecting there with the Prairie du Chien Division of the Milwaukee and St. Paul Rail-Road. The business of this Madison line has ever been comparatively light, as has been shown from year to year in the statements of the Madison Division, published in the annual reports of this Company. The subject of an extension of this line up the rich and fertile Baraboo Valley, through a productive and well-settled country, unsupplied with rail road facilities, has long been urged by the people of that region, and received much consideration and favor from the Direction of this Company in former times. Preliminary surveys and estimates were made of the extension to La Crosse, and in 1867, the Company acquired by purchase the La Crosse, Trempealeau and Prescott, and the Winona and St. Peter Rail-Roads, with a view of controlling their business in connection with and for the benefit of this enterprise, or of such other lines as might best be found to contribute to the business of our Wisconsin roads.

It was, however, not until the last year that any decisive measures were adopted to unite these purchases with the Madison line. It was found that the want of a rail-road in the region intermediate had invited the attention of several rival Companies, and unless the Chicago and North Western Company stepped in and occupied the field, other parties, independent of them, would construct the line, and the opportunity which such a project afforded of connecting the unprofitable Madison

Division with the detached La Crosse, Trempealeau and Prescott, and Winona and St. Peter Rail-Roads, would be lost to this Company.

Under these circumstances the Directors obtained control of the charter of the Baraboo Air-Line Rail-Road Company, and after consolidating that Company and the Beloit and Madison Rail Road Company with the Chicago and North Western Railway Company, they took immediate steps to construct the link of about 126 miles from Madison to the southern terminus of La Crosse, Trempealeau and Prescott Rail-Road, near the City of La Crosse.

A first mortgage was executed to cover this piece of road, and bonds running forty years, denominated "Madison Extension Gold Bonds," were issued thereunder at the rate of \$25,000 per mile—principal and interest payable in gold—for building the road. These bonds were all promptly sold in Holland, and their proceeds are being expended in the construction of this work. The sum of \$1,153,438 62 has been expended at the date of this report, and the work is steadily progressing; a portion of the road will be in operation before winter sets in, but it is not expected to complete the whole line this year. The charter acquired provides for the construction of a branch line, if desired, to Tomah, where connection can be effected with the West Wisconsin Rail-Road now nearly completed, and thereby a new route be opened to St. Paul and the lines of the Northern Pacific Rail-Road.

#### LA CROSSE, TREMPÉALEAU AND PRESCOTT RAILROAD—28 MILES.

This property is owned by the Chicago and North Western Company, and consists of a link of twenty-eight miles of railroad, completed in December last, extending from a point opposite the City of Winona, down on the easterly side of the Mississippi River, to a point about three miles east of the City of La Crosse.

A bridge is now constructing across the river at Winona to connect the Winona and St. Peter Rail-Road with this line. At its southern terminus it now connects with the Milwaukee and St. Paul Rail-Road, but its ultimate connection will be made with the new Madison Extension line, which is being constructed from Madison to a junction with this road.

The St. Paul and Chicago Rail-Road, nearly completed, extending from St. Paul down the right bank of the Mississippi to Winona, will have an immediate all rail outlet by way of this road, and through it will connect with the present system of rail-roads running to Milwaukee and Chicago.

At the time of purchase of the La Crosse, Trempealeau and Prescott Rail-Road—which was made in 1867, in connection with the purchase of the Winona and St. Peter Road—there had been a little more than one hundred and fifty thousand dollars expended on the work, and arrangements had been made by its former managers to provide means for construction, by the issue of one million of dollars of ten per cent. ten year bonds, secured by a first mortgage on the property. These bonds were subsequently issued, and indorsed, principal and interest, by the Chicago and North Western Railway Company, and their proceeds expended for building the line.

The cost of the road on the 31st of May last, was \$1,097,000 40, to which should be added the sum of \$205,421 65, paid as balance of interest on bonds, making the aggregate amount \$1,302,422 05. Of this amount, \$302,568 30 has been advanced by the Chicago and North Western Company.

WINONA AND ST. PETER RAIL-ROAD, (MINNESOTA,) 140 MILES.

This rail-road is now constructed a distance of 140 miles from Winona westward through the State of Minnesota to St. Peter, with a branch to Mankato, on the Minnesota River, is wholly owned by the Chicago and North Western Railway Company, and operated in connection with the La Crosse, Trempealeau and Prescott Road.

The charter extends entirely through the State of Minnesota and to the Big Sioux River in Dakota, a distance of about 120 miles beyond the

present terminus on the Minnesota River, and carries with it a valuable land grant from the United States Government of ten sections, or 6,400 acres per mile. The quantity of land already certified to the Winona and St. Peter Company for the extension from Waseca—since it came into the possession of this Company—is a little more than 207,000 acres, which, if estimated at the moderate price of five dollars per acre, would give the handsome sum of \$1,035,000 as an asset which may finally be realized from this source.

The terms of the grant under State law require the construction of 30 miles of this road each year; and as the remaining portion of the line, if built under the charter, would secure about 800,000 acres more of land, worth at the same valuation the further sum of \$4,000,000, the policy of making such extensions as may be necessary from year to year, to preserve the land grant, cannot be doubted.

The next stage of thirty miles from St. Peter to New Ulm will be constructed during the ensuing year.

The means for the extensions have been largely advanced by the Chicago and North Western Company, and further advances as required will be made for the same objects.

The cost of the property and its financial condition are summed up in the following condensed statements from the balance sheet of the Company, on 31st May, 1871:

Old Construction.	
Cost of Road and Equipment as debited October 31, 1870.....	\$3,703,650 16
New Construction, including right of way, fences, gates and crossings, construction of buildings, engineering, etc., and Mississippi Bridge approach.....	117,893 48
Cost of building extension from Waseca to St. Peter including construction, equipment for extension, discount on securities, &c.....	1,281,539 76
Charges on account of extension west of St. Peter.....	34 00
Other equipment completed and constructing.....	9,790 36
Cost of the property.....	\$5,112,907 76
The cost is represented by the following items, viz.:	
4,000 shares capital stock owned by Chicago and North Western Railway Company.....	\$400,000 00
First Mortgage 7 per cent. bonds outstanding.....	\$3,750,000 00
Second Mortgage 7 per cent. bonds outstanding, (including \$450,000 owned by the Chicago and North Western Railway Co.).....	1,565,000 00
	4,315,000 00
Amount due on account to other Rail-Road Co.'s, operating accounts, unpaid coupons, etc.....	\$355,282 76
Less dues from other Railroad Companies and from Express Companies and Post Office Department, materials and cash on hand etc., including balance of \$150,717 21 income account.....	283,649 24
	71,633 52
Balance due Chicago and North Western Company, construction advances.....	326,274 24
	\$5,112,907 76

Bonds including the above have been issued but for 137½ miles of road, as follows:



First Mortgage, at \$20,000 per mile, \$2,750,000; all sold.

Second mortgage, at \$12,000 per mile, amounting to \$1,650,000, of which \$1,115,000 are sold and in the hands of outside parties; \$450,000 belong to Chicago and North Western Railway Company, as above stated, and \$85,000 are an asset of the Winona and St. Peter Company.

#### BRANCH ROAD TO MANKATO.

In the articles of agreement for purchase of the Winona and St. Peter Railroad, it was provided that an extension should be made to the Minnesota River, at or near Mankato; and during the last year this extension has been made by the construction of a branch line of about 3½ miles in length into the City of Mankato, where excellent depot grounds have been obtained, and a fine elevator erected on the river front, affording ample facilities for business. As it was doubtful whether the branch could be built under the charter of the Winona and St. Peter Company, another Railroad Company was organized under the general law of the State, with the title of "The Winona, Mankato and Ulm Railroad Company," under which this work was done. The cost of the branch has been \$156,948 18, represented by \$100,000 full paid stock, owned by the Chicago and North Western Railway Company, and the balance by advances made by the latter Company. As a part of the system, connected with and operated by the Winona and St. Peter Company, the branch will, doubtless, be merged with it by consolidation.

The fiscal year of the Winona and St. Peter Company terminates on the 31st of October in each year, and the result of its operations for the three years ending, October 31, 1870, shows an excess of operating expenses, taxes, interest on bonds, &c., over earnings of \$20,453 28. This deficiency occurred during the previous fiscal year, and was caused by the short crop of wheat along the line. Much damage by violent storms was done to the grain after harvest and before it was threshed in the field, and a lesser yield than usual was realized. These causes have effected the receipts since October last, during which time the deficiency, up to 31st May last, had run up \$150,717 21. But this deficiency having occurred during the winter and spring months, will, in the usual course of business, be greatly reduced and possibly extinguished by the heavy fall earnings that belong to the present fiscal year, ending on the 31st of October next.

The gross earnings of the Company for the three years ending October 31st, 1870, averaged \$561,685 41 per year.

It should be borne in mind, that during this period the eastern end of the road at Winona, with only river connections, had no outlet in winter, and its western terminus rested on the prairies, a considerable distance short of St. Peter, to which place it was completed only in May last.

There is still owing to Messrs. D. N. Burney and associates on the original purchase of the stock and bonds of the Winona and St. Peter Railroad Company, the sum of \$310,000, payable in semi-annual instalments of \$50,000 with interest, on the first day of May and November in each year. This debt is shown in the general balance sheet of the Chicago and North Western Company, and with the payments (\$550,000 and interest) already made, is represented by capital stock and second mortgage bonds of the Winona and St. Peter Company belonging to the Chicago and North Western Company.

The La Crosse Trempealeau and Prescott Railroad has been in operation but a few months, and its business is not sufficiently developed to form any fair estimate of its earnings. The road is substantially the eastern extension of the Winona and St. Peter, as well as an outlet for the River road; and not until the bridge now building across the Mississippi to connect it with these roads is finished, and the business resulting from a continuous all rail line realized, can we expect to have more than a light local traffic on this road.

The benefits which were originally expected to result to the Chicago and North Western Compa-

ny from the purchase and completion of the La Crosse, Trempealeau and Prescott, and Winona and St. Peter Railroads cannot be fully realized until a direct and continuous all rail route shall be opened between them and Chicago in the interests of this Company. And to this end, the intermediate link of the Madison Extension and the bridge at Winona are necessary projects.

The extent of the line, when completed from Chicago via these roads to the proposed western terminus of the Winona and St. Peter Road in Dakota, will be about 550 miles, and will form a grand trunk line penetrating some of the finest and most favored portions of Central Wisconsin and Minnesota, whose immense and undoubted resources are rapidly developing a business which it is confidently believed will be adequate to the profitable support of this important line.

#### ST. CHARLES BRANCH, (ILLINOIS,) 2½ MILES.

About 2½ miles of track have been laid from Geneva, on the Fulton line, to St. Charles, greatly increasing the facilities to the local and daily business travel between St. Charles and the City of Chicago. The cost of the branch was \$43,801 55, of which \$35,000 was paid by the St. Charles people.

#### IOWA MIDLAND RAILROAD, (IOWA,) 75 MILES.

In the permanent lease by the Chicago and North Western Company of the Cedar Rapids and Missouri River Railroad, in the State of Iowa, it is provided that a branch road embraced in its charter shall be operated between Clinton and Lyons, although the length of the branch, (2 4-10 miles,) and the business it controls, are too inconsiderable for profit. The Iowa Midland Railway Company, as successors of the old Iowa Central Air Line, obtained possession of the rights and property of the latter Company, and proceeded to construct a railroad which extends from the terminus of this branch at Lyons a few miles north-erly, and then westerly through the beautiful and well settled country of the Masquoketa Valley to Anamosa, a distance of 75 miles, and, by means of connections with the Dubuque and South Western Railway, thence to Cedar Rapids, another route nearly parallel to the Chicago, Iowa, and Nebraska Road, (which is a part of our leased line in Iowa,) would be created a few miles north of the latter road.

The control of this project, aside from any local merits it might possess, was regarded as a measure of protection to the interests of the Chicago and North Western Company; and as the business which might reasonably be expected to originate on this road would be valuable, if made tributary to the Fulton line, negotiations were concluded for the purchase and completion of the Iowa Midland by the Chicago and North Western Company, to the exclusion of the rival interests, under whose encouragement and auspices considerable work had been done and track-laying begun.

A large sum of money (some \$250,000) had been expended by the old Iowa Central Air Line Company in grading a portion of this road in 1856-7, at which time the financial revulsions of that period suspended the work.

The Iowa Midland Company reaped the benefit of this work at very small cost, and encouraged by some local aid, undertook the construction of the line, which they transferred, by lease and control of the stock, to the Chicago and North Western Company.

The means provided for construction were to be obtained by the sale of bonds which the Iowa Midland had proceeded to issue as a first mortgage on its railroad, at the rate of \$18,000 per mile, amounting in the aggregate to \$1,350,000, running thirty years from October 1st, 1870, and bearing 8 per cent. interest. These bonds, after the purchase, were all indorsed, principal and interest, and sold by the Chicago and North Western Company, and their proceeds made available for the prosecution of the work of construction.

The whole 75 miles are graded, about 35 miles of track are laid, the road in operation to Maquoketa, and the ties and iron provided for the bal-

ance of the line, which will be finished by the first of October next.

The charter of this Company extends across the State of Iowa, and is available for whatever extensions the interests of the line may demand. The road is operated under perpetual lease, as a part of the line of the Chicago and North Western Company, and was opened to Maquoketa in December last. The total amount expended for account of construction, up to the 31st of May last, was \$115,283 21.

#### ELGIN AND STATE LINE RAIL ROAD, LAKE GENEVA EXTENSION, 10 MILES, (WISCONSIN.)

The piece of road covered by this extension was built to the town of Geneva, in the State of Wisconsin, many years ago, laid with strap rail and operated in connection with the Elgin and State Line Division of the Galena and Chicago Union Railroad Company, before consolidation with the Chicago and North Western Railway Company. The rails were long since removed, and the old grading and right of way suffered to remain unoccupied.

The situation of Lake Geneva, in the flourishing town of Geneva, its beauty and surroundings, the natural advantages for summer residences and country homes on its banks, and the attention it is steadily attracting as a pleasure resort and watering place, from the towns and cities in the vicinity, and especially from the citizens of Chicago, some of whom are already attracted to the spot and improving it, having induced this Company to avail itself of an arrangement with parties, by which the old grading and right of way on the abandoned line are secured at a very nominal price, and a charter obtained, by the title of "The State Line and Grand Union Railroad Company," under which it is proposed to lay down the rails during the present season. It is believed that the amount of traffic, both in passengers and freight, that will go over the road between Chicago and Lake Geneva by reason of this extension of ten miles, will be materially increased from year to year, and will fully justify this outlay.

#### MENOMINEE EXTENSION, (WISCONSIN AND MICHIGAN,) 120 MILES.

The gap in the Company's line between Fort Howard and Escanaba, a distance of about 120 miles, which has heretofore been supplied by the use of steamboats on Green Bay during the season of navigation, and by means of stage lines in winter, has come to possess new and immediate importance.

With the development and gradual settlement of this part of the country, there has been an immense growth of lumber manufacturing in all the towns along the west shore of Green Bay; and the heavily timbered districts covered with hard wood, by their proximity to the mines will, once opened up by a railroad, multiply the number of blast furnaces that are in successful operation on the upper Peninsula for the production of Lake Superior charcoal iron.

The new business which is to spring from the peculiar resources of this new region, together with the large quantity of supplies that must be carried to the miner, lumberman and laborer, and the increased travel that will attend upon the success of these special and important branches of industry, seem to call for better facilities of transportation than can now be had by stage and steamboat.

These facilities it is the interest of this Company to provide, by the construction of the link between Fort Howard and the Peninsula Division at an early day. Large grants of land have been made both by the General Government and the State of Michigan, contingent upon the construction of this line; and these grants, if all of them are to be made available, require that the Road shall be completed within two years.

The aggregate of these grants, should there be no deficiency within the Government limits, together with the lands which, on completion of the line in Michigan, are yet to accrue to that portion of the Peninsula Road already built, amounts to upwards of 800,000 acres of every kind and quality

found in that region. Many of these grants cover alternate sections in districts where valuable timber and minerals abound; and from discoveries that are constantly being made, it is believed that portions of the land will be found to contain immense deposits of iron ore of the best quality, and of great value to the Company.

There is no question that the connection between Fort Howard and the Peninsula Division will ultimately be made to complete the all rail line to Lake Superior; and it should be done while the benefits of these grants can be secured to the Company.

It is proposed to issue a first mortgage 7 per cent. gold bond, to be secured by a first lien on the 120 miles to be constructed, amounting to \$2,700,000, or at the rate of \$22,500 per mile; and to finish the road from Fort Howard to the Menominee River within twelve months, and the balance within the time to which the land grants are limited by law.

#### LAND GRANTS.

The quantity of land which this Company and the Winona and St. Peter Company will ultimately receive for construction of the land grant roads hereinbefore mentioned, cannot be definitely ascertained, until the final location and construction of these roads within their respective land limits shall be determined, and their precise length known; nor until it shall be known how much, if any, deficiency exists in the amount of lands reserved by Government for these enterprises.

The quantities now specifically certified are:

In State of Wisconsin.....	153,600 acres.
In State of Michigan.....	176,883 "
In State of Minnesota, Winona and	
St. Peter R. R. Co.....	207,000 "

Total now certified.....537,483 "

Quantities withdrawn from sale to be certified on completion and extension of these roads:

Withdrawn in Wisconsin....	145,920
Withdrawn in Michigan.....	502,831
	648,751 "

Add quantity estimated for 120 miles extension of Winona and St. Peter Road, (grant believed to be full,).....788,000 "

Grand total.....1,974,234 "

Or, say two millions of acres.

The chief value of these lands in Wisconsin and Michigan will be found in their resources for lumbering and mining, while those in Minnesota, being mostly prairie lands, will be available for farming purposes.

It would be as difficult as premature to estimate the worth of these lands to this Company at the present time; but starting from the average value usually placed by Government on alternate sections, of \$2.50 per acre, which gives a result of \$5,000,000, we may run up the appraisal to \$10,000,000, without much exaggeration of estimate, and then probably come short of their value when they shall be thrown open by easy railroad communication to occupation and development at no remote period in the future.

The holders of the preferred shares of the Rutland Railroad which were issued in exchange for the 1st mortgage bonds are requested to authorize the cancellations of the bonds, as four-fifths of the said bonds have been converted into preferred stock. This is in accordance with the agreement of August 18, 1867. A majority of the holders must consent to this cancellation before it can be made.

John G. Johnson, one of the engineers of the survey for the Canada Pacific Railway, has arrived at Toronto, and reports favorably of the country between Nepigon Bay and Long Lake for railroad.

#### Journal of Railroad Law.

##### RAILROAD COMPANIES—LIABILITY OF HORSE RAILROADS FOR DAMAGES RESULTING TO OTHERS BY CONSTRUCTION OF THEIR TRACK.

The facts in the recent case of The Alton and Upper Alton Horse Railway and Carrying Company vs. Deitz, (50 Ill., 210), are fully and clearly stated in the following opinion by

WALKER, J.—This was an action on the case, brought to the September term, 1868, of the Alton City Court, by appellee, against appellants. The ground relied upon for recovery is, that the appellants wrongfully caused to be constructed, across a gutter on a street in the city of Alton, the track of their railroad in such a manner as to cause a permanent obstruction to the passage of the water when increased by rains, so as to overflow appellee's land; and that in consequence of such obstruction, the water was flowed back upon appellee's premises, whereby damage was caused to his garden, vegetables, flower shrubbery and seeds. Appellants filed the general issue and a trial was had before a jury, who rendered a verdict against appellants for \$150. A motion for a new trial was entered, but it was overruled by the court, and judgment rendered on the verdict.

It appears, from the evidence in the record, that appellee had leased the lots which he was cultivating as a seed garden at a rent of \$100 a year. It appears that prior to the construction of this railway, this ground was not overflowed, but there was a free passage for the water, and that the railway created an obstruction to its passage and flowed it back on this ground.

The law incorporating this company was adopted at the January session of the legislature in 1867. The 6th section of the act of incorporation declares that the company is authorized to lay down and maintain its railway in, upon, over and along any street or streets in the City of Alton and town of Upper Alton, subject to such restrictions as may be imposed upon by the Common Council of the city and by the trustees of Upper Alton. An ordinance was adopted authorizing appellants to lay a single track, with necessary turnouts etc., on the street in question. It provides for the manner in which the track shall be laid, and the culverts constructed; the manner in which the cars shall be propelled, the rate of speed, and declares that the Railway Company shall be liable for damages to property or person, in operating their road; and the city reserved the right to prescribe, regulate and alter the grade of the streets of the city without incurring liability to the company for damages.

It also appears, that the track of the company was laid under the direction of the City Engineer, who gave his personal attention to the matter, and this culvert was constructed according to his directions; that the culvert was not sufficient to discharge the water, as it was constructed.

Appellants insist that, as they constructed their railway track under the ordinances and under the control of the city engineer, they cannot be held liable for this injury. It will be conceded that there is no law requiring them to construct their track. That was a matter of choice, and purely a voluntary act on their part. There was no compulsion, but purely a matter of profit and gain on the part of the company. They accepted the charter, with its conditions, and it was r them

to determine, before it was accepted, whether, when they complied with the terms and conditions imposed, it would be profitable. When an incorporated company of this character accept their charter and construct a railway, it is an implied condition that they will not injure others by its construction or maintenance. If they receive, exercise and enjoy special rights and privileges over those enjoyed by the community at large, it must be implied that they will respond in damages to all persons injured by the construction or maintenance of their track. And the valuable franchises they receive are certainly sufficient compensation to them for the liability thus incurred, but if they were not, it is a rule that all persons must so use their own as not to injure others.

When the city prescribed the limitations under which the company could lay their track, it was for them to determine whether they would proceed or abandon the enterprise; it was for them to say whether it would be to their present or future advantage to accept the terms, with the liability to damages to others growing out of the terms imposed by the city, and proceed with the work. When they adopted the conditions imposed by the city, and plans prescribed by its engineer, appellants made them their own. They were free to accept or reject them, and having accepted them, they are responsible for the damages resulting to others by the construction of the road, to the same extent, and precisely as though the plan had been suggested and carried out by an engineer of their own.

Whether the city or its engineer, is liable over to Appellants is a question not presented by this record, and we, therefore, refrain from discussing it.

The judgment of the court below is affirmed. Judgment affirmed.

The Secretary of the Treasury has suspended the operation of the instructions of the Department of the 4th inst., which require, after the 1st of December, the use of the American seal lock on cars conveying domestic goods through Canada, until the 1st of February. At that date further instructions will be issued.

The Connecticut River Railroad will probably be doubled-tracked, next year, from Chicopee to Northampton. Preliminary surveys are now going on under the direction of the officers of the road, for a railroad having one terminus at or near South Deerfield and the other at or near Shelburne Falls.

The Boston and Maine Railroad company have declared a dividend of Three Dollars per share, net, of the profits of the four months ending September 30, 1871, payable on and after November 15, 1871, to stockholders of record at the close of business, November 1, 1871.

The Denver and Rio Grande Railway was finished to Colorado Springs, 76 miles, on the 23d inst., and is now open for travel and freight. The gauge of the road is three feet. Surveys are now in progress to Santa Fe and the St. Louis Valley.

The Bristol (Va.) News, says that the Pennsylvania Railroad company has purchased a controlling interest in the East Tennessee, Virginia and Georgia Railroad,



W. D. Mann, executive officer of the Mobile and Northwestern Railroad company has contracted for the construction of the entire line of that road from Mobile to Helena, Arkansas, 350 miles. The work is to be commenced at once. The iron for a large section of the road is now being made in England.



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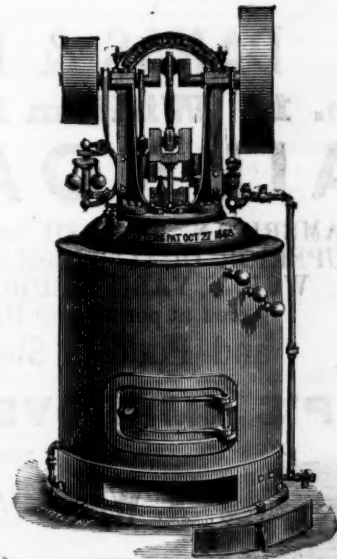
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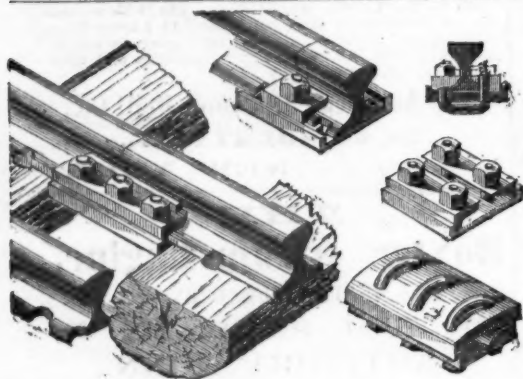
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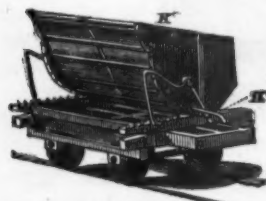


Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

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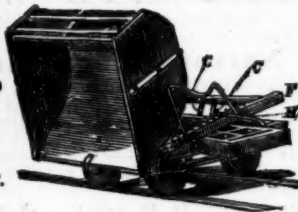


Fig. No. 2, Car Dumped.

**TO DUMP THE CAR.**

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